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CARPOOL PARKING IN THE TORONTO COMMUTERSHED

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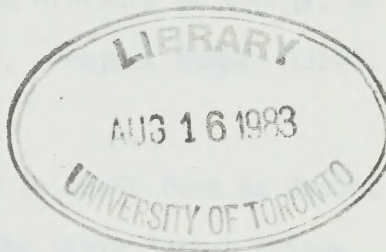
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CARPOOL PARKING IN THE TORONTO COMMUTERSHED

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August 1980

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Transit Systems, Research and Development

Planning and Design, Central Region

Transit Office

Financial Assessment Office

Highway Design Office

Maintenance Department, District 6

Urban and Regional Planning Office

Traffic Engineering Office

Public and Safety Information

The assistance and guidance provided by members of this committee is gratefully acknowledged.

The recommendations of this report are those of the consultant and do not necessarily represent MTC policy.

^{*}Now the Transport and Vehicle Systems Office

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on work trip travel demand available for the study area from the MTC. This travel demand, stratified by travel distance, was assigned to the identified major commuter routes from which areas with high travel demands were selected for subsequent site inventories. Eighteen areas were identified as having good potential for fringe parking facilities.

In undertaking the inventory of sites local officials in the identified areas were contacted and information was gathered on locations where unofficial parking was now occurring, and potential fringe parking sites such as shopping centres, churches, arenas, etc. This information, supplemented by extensive driving throughout the study area, resulted in the identification of over 150 sites. The majority of sites, approximately 100, are existing parking lots. The information gathered on the sites is summarized by major geographical area in Appendix A.

Site selection criteria were developed taking into account access, exposure, flexibility to expand, availability of services including local and commuter transit, etc. The sites were evaluated and ranked. Existing sites were evaluated independently of new facilities. The resulting high ranking sites and their available number of spaces was then compared to an estimate of demand for each area. It was concluded that the high ranking sites in each area could accommodate the expected demand for 1981 and in many cases for 1986. In total, 24 sites were suggested for implementation. However, many of these sites are existing lots and their use for fringe parking will depend on successful negotiations with property owners.

In light of the review of fringe parking in the U.S. and Ontario, the physical inventory of fringe parking sites and the assessment of various fringe parking issues, it is recommended that:

1. The recommended fringe parking lots illustrated in Exhibit 6.3 and described in Appendix A be used as an initial basis for negotiating with owners of existing parking lots and designing a new facilities program.
2. Where appropriate, preference be given to using existing lots through agreements with lot owners and not constructing new facilities. This approach would minimize the initial cost and risk of a fringe parking program.
3. The identification, promotion and operation of fringe parking lots be coordinated with the various ride-sharing programs presently operated by the Province and GO Transit.
4. Fringe parking facilities should be marketed and promoted as part of a comprehensive ride-sharing program. Specific consideration should be given to establishing an information/ services centre where the general public and interested agencies could acquire information and assistance on all ride-sharing programs and/or public transportation.
5. Specific consideration be given to implementing joint use carpool and park-and-ride lots especially along commuter bus routes.
6. A regular monitoring program should be instituted to monitor and assess demand and user characteristics of both official and unofficial fringe parking facilities.
7. As fringe parking lots are implemented, especially in the Peterborough area, it will be important to assess the willingness of existing unofficial parkers to relocate from small poorly maintained lots to larger consolidated facilities. If centralized facilities result in a consolidation of demand, subsequent costs of the fringe parking program may be reduced.
8. Fringe parking facilities be considered as part of any construction program so that, as a minimum, appropriate grading can be done at minimal cost.

TEMP FRINGE PARKING STUDY1. INTRODUCTION

As a reflection of higher fuel costs and the concern regarding the availability of fuels, there has been considerable emphasis placed on improving the energy efficiency of transportation systems. One method for achieving improved efficiency is through the promotion of ride-sharing.

The MTC has implemented fringe parking lots along major transportation corridors in the Toronto Centred Region as a means of promoting carpooling, and reducing safety and operational problems of carpool vehicles parked on road rights-of-way. However, because of the potential energy savings of increased carpooling, the MTC initiated this study to identify additional fringe parking lots in the Toronto Centred Region and to examine various operational issues. The study objectives were:

1. To identify existing parking lots and areas where new lots could be constructed for carpoolers and transit users
2. To review the U.S. experience with urban fringe parking.
3. To develop criteria which could be applied in the evaluation of fringe parking sites.
4. To develop a map indicating locations of proposed fringe parking lots which could be used as part of a general ride-sharing publicity campaign.

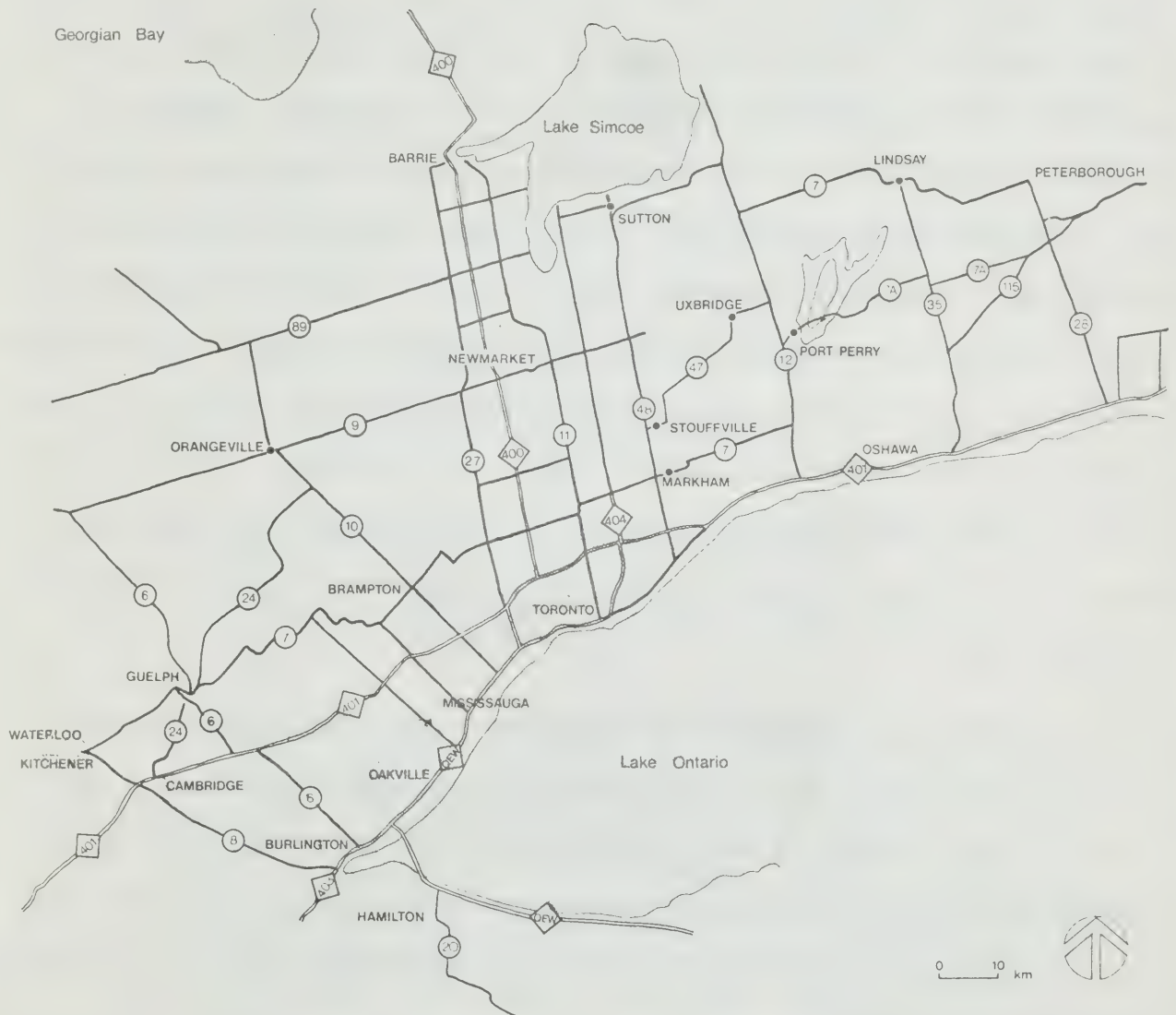
Exhibit 1.1 shows the general boundaries of the study area.

Section 2 summarizes the findings of reviewing the U.S. experience and Section 3 deals with major commuter routes and carpool parking activities currently taking place in the study area.

Section 4 provides a description of the method developed in identifying initial fringe parking areas and Section 5 summarizes the key findings of the site inventory.

Section 6 provides a summary of the site evaluation process and Section 7 contains the conclusions and recommendations.

EXHIBIT 1.1
FRINGE PARKING STUDY AREA



2. REVIEW OF U.S. EXPERIENCE

Official fringe parking programs are much more prevalent in the U.S. than in Canada. Initially, this was due to the oil embargo of 1973/74. Subsequent concern regarding the availability and cost of gasoline has resulted in even more emphasis on ridesharing as a fuel efficient mode of travel. As a consequence many transportation agencies at the Federal, State and local levels of government have initiated comprehensive ridesharing programs which include matching services, carpooling assistance, general marketing of ridesharing, preferential facilities for high occupancy vehicles and fringe parking facilities for carpooling and vanpooling. In many cases, and as will be discussed subsequently, fringe parking programs were initiated in response to unofficial carpool parking that was occurring along major commuter corridors. These programs were initiated due to safety hazards associated with vehicles parking on highway rights-of-way and as a general means of promoting ridesharing. In light of this activity there is considerable information available on experience gained by agencies in the U.S. in selecting, designing and operating fringe parking facilities.

This section summarizes characteristics of fringe parking programs operated in four States (Connecticut, Michigan, Utah and California), as well as in King County, Washington State and Knoxville, Tennessee. Each of the various programs operated by these agencies is reviewed with respect to program characteristics (number of lots and spaces, etc.) and policy characteristics (planning, marketing and financing).

Program Characteristics

Exhibit 2.1 summarizes the relevant characteristics of the fringe

parking facilities presently operated by the various agencies. As is evident in reviewing this exhibit the number of lots and associated spaces operated by each agency varies considerably; in many instances this is a reflection of, in part, program maturity, as well as the size of the particular agency. Clearly, Connecticut has one of the most ambitious programs with at present over 10,000 fringe parking spaces and an average daily demand in excess of 8,000 spaces. It is of interest to point out that when the program was initiated in 1974 the daily demand for fringe parking in Connecticut was in the order of 540 spaces.

From Exhibit 2.1 it is clear that all agencies have major expansion programs. For example, Connecticut anticipates providing an additional 4,000 spaces in 1981, a 40% increase. By 1985, Connecticut anticipates having a total of 26,000 spaces*, a 160% increase. The estimated cost of this program is \$29 million of which the Federal government will pay a major share.

Other important points illustrated in Exhibit 2.1 include:

- lot sizes range from 12 to over 500 spaces with the average size generally being in the range of 40 spaces;
- utilization is generally in the range of 60% to 80% with specific variations ranging from as low as 10% to in excess of 100%;
- most agencies combine both owned and leased lots. Generally, the reason cited for leased facilities being provided is that they may be ideally situated and are the most expeditious to implement. With regard to the latter point, arranging for a leased lot may take 90 to 120 days where as constructing a new facility may take 12 to 18 months. However, the general condition of leasing arrangements is that they can be cancelled by either party with 30 days notice. This cancellation period would not provide sufficient time to arrange for an alternate location and is considered by many to be a disadvantage of leasing;
- in many cases, the lots are intended for both park-and-pool and park-and-ride users;
- parking is provided free of charge in all cases.

* Source: "The Development of a Commuter Parking Lot Program" Conn. DOT May 1980.

EXHIBIT 2.1/ U.S. EXPERIENCE PROGRAM CHARACTERISTICS (JUNE 1980)

LOCATION	NUMBER OF LOTS	TOTAL NUMBER OF SPACES	AVERAGE SIZE (RANGE)	AVERAGE UTILIZATION (RANGE)	COMPOSITION		EXPANSION PLANS
					OWNED	LEASED	
Connecticut	123	10,285	84 spaces (12-504)	80%	111	12 All Have Bus Service	<ul style="list-style-type: none"> - 62 lots are planned providing an additional 4,000 - about 70% constructed this year - also have commuter rail lots
Michigan	105	3,000	29 spaces	66% (10%-100%)	94	11	<ul style="list-style-type: none"> - 45 lots with 2,100 spaces programmed for implementation in near future - 65 other locations under study
Knoxville, Tennessee	75	1,200	15 spaces	Unknown	Nil	Nil	<ul style="list-style-type: none"> - informal program, lots provided free of charge
Utah	4	345	86 spaces (65-120)	75%	4	Nil	<ul style="list-style-type: none"> - 1 lot to open soon - request for 8 additional lots being submitted
King County, Washington State	20	830	41 spaces (19-111)	25% (10%-100%)	Nil	28	<ul style="list-style-type: none"> - 8 more lots to open shortly - goal is to put another 12 lots into operation by the end of the year
California	71	3,000	42 spaces	78%	50%	50%	<ul style="list-style-type: none"> - 60 new lots with 2,000 spaces proposed - over the long term the State will construct and maintain their own lots

Policy Characteristics

As is illustrated in Exhibit 2.2, none of the agencies surveyed has developed rigid planning criteria for implementing fringe parking facilities. Generally, fringe parking facilities are provided where unofficial parking is evident with preference to sites that are serviced by local and commuter transit, and are on the inbound side of the commutershed.

Generally, fringe parking lots are marketed and operated as a component of a comprehensive ride-sharing program which includes various modes (carpooling, vanpooling, commuter transit) and a number of services such as matching and employer assistance in setting up vanpools. A recent study, Fringe Parking Lots For Carpoolers, prepared for the FHWA, concluded that coordination of fringe parking facilities with other ride-sharing programs is the most effective way of marketing the program.

As for promoting the actual parking site this is usually done through road side signs, and the distribution of maps (i.e. Exhibit 2.3) along with match lists for those interested in carpooling and vanpooling. In addition, new lots are promoted through the local media, opening ceremonies with local government officials and the distribution of maps in the windshields of vehicles evidently belonging to commuter carpoolers parked in the area. These maps can either be area-wide maps, Exhibit 2.3, or more site-specific maps, Exhibit 2.4.

In terms of funding, and with the exception of Knoxville, Tennessee, all of the programs reviewed receive Federal Government funds for capital programs associated with state and interstate highways. This Federal assistance ranges from 75% to 90% of the capital cost of the facility. Because these funds are provided for new construction, it tends to encourage agencies to build new facilities as opposed to arranging for leases which probably accounts for

POLICY CHARACTERISTICS

PLANNING AND PROJECT CHARACTERISTICS				FINANCIAL CHARACTERISTICS			
PLANNING CRITERIA - WARRANTS	MARKETING PROGRAM	OTHER SERVICES	AMOUNT	FUNDING SOURCE	CAPITAL/LEASE COSTS/SPACE OWNED	OPERATING COSTS PER YEAR/LEASED	
Where demand exists Needed to be within Inter-state ROW for Federal funding At site: available space and traffic considerations determine exact location	Have just been serving existing demand	State Energy Office has car-pool matching program No interaction		Federal Aid Interstate Program Some State -- only funds	On ROW or State owned lands so far	Covered by regular highway maintenance No insurance policy Cities provide police protection when lots located within city limits	
KING COUNTY WASHINGTON STATE	Locate lots where unofficial parking is occurring Locate on inbound side of commuter shed	Matching services	\$60,000 Includes everything except consulting fees	Federal Highway Admin. Federal Aid Urban Systems (FAUS) Funds-proportion of these funds allotted to municipalities in King County is skimmed off the top and assigned to ride-sharing programs	None	N.A.	No maintenance done except for upkeep of signs Insurance \$50-\$70/lot per year
CALIFORNIA	Don't have rigid selection criteria Generally locate lots where unofficial parking presently occurring Preference to sites serviced by local and commuter transit with high	Matching services Vanpool/buspool program	\$2 million per year State for carpool	State Highway funds and FHWA	\$1,000-\$1,500	Absorbed as part of district budget	Insurance

EXHIBIT 2.2
(Continued)

POLICY CHARACTERISTICS

PLANNING AND MARKETING CHARACTERISTICS				FINANCIAL CHARACTERISTICS				
PLANNING CRITERIA - WARRANTS	MARKETING PROGRAM	OTHER SERVICES	FUNDING		CAPITAL/LEASE OWNED	COSTS/SPACE LEASED	OPERATING COSTS PER SPACE	
			AMOUNT	SOURCE			OWNED	LEASED
CONNECTICUT	Going through transit system to determine where lots are needed Near inter-changes Where commuter trip would come from (6 mi. to lot) (25 mi. to destination) Expects these distances to shorten	Through news releases Some national advertising through FHWA Map included in ride-sharing publicity	Vanpool Carpool matching	For 62 new lots \$5.6 million FY81 2,000 spaces \$6 million, etc. Planning Estimate - \$29.6 million over next 5 years	FHWA provides for salaries (2½ persons) Federal Aid Highway Act (1970) Inter (90% F State (10% S State (75% F Hwy (25% S	\$200-\$300 for church lots \$27,500/yr. for 504 spaces at Enfield	Absorbed by maintenance department Example: \$2,500-\$5,000 annual per 300 spaces. State pays for lighting, snow removal, sweeping, line painting	
MICHIGAN	No hard and fast rules Locate where demand exists Locations identified by municipalities where parking is taking place	Public information section puts out press release Lot identified by public carpool parking sign	Separate vanpool program Some interaction; eg. when vanpool starts up and it requires a meeting place, arrangements may be made to find suitable location	As justified \$250,000 - \$300,000/yr.	Bought a few lots \$8,000-\$15,000 per acre Motor Vehicle Highway Fund (gas tax) Federal Funds for lots on Interstate Some joint funding for transit/car-pool lots - used for express bus services	9 lots, \$1 lease 2 lots have 10 year permits \$4,000-\$5,000	Included in normal maintenance Convert to miles of road Self-insured	\$1,000,000 liability insurance which costs \$75/year to \$150/year
KNOXVILLE TENNESSEE	Try to get permission from shopping centers or churches in areas where informal parking goes on	Informal program No signs No liability	Carpool matching and vanpool programs	No Funding	No cost program, lots provided for free. However, lots not publically identified, thereby avoiding liability.			

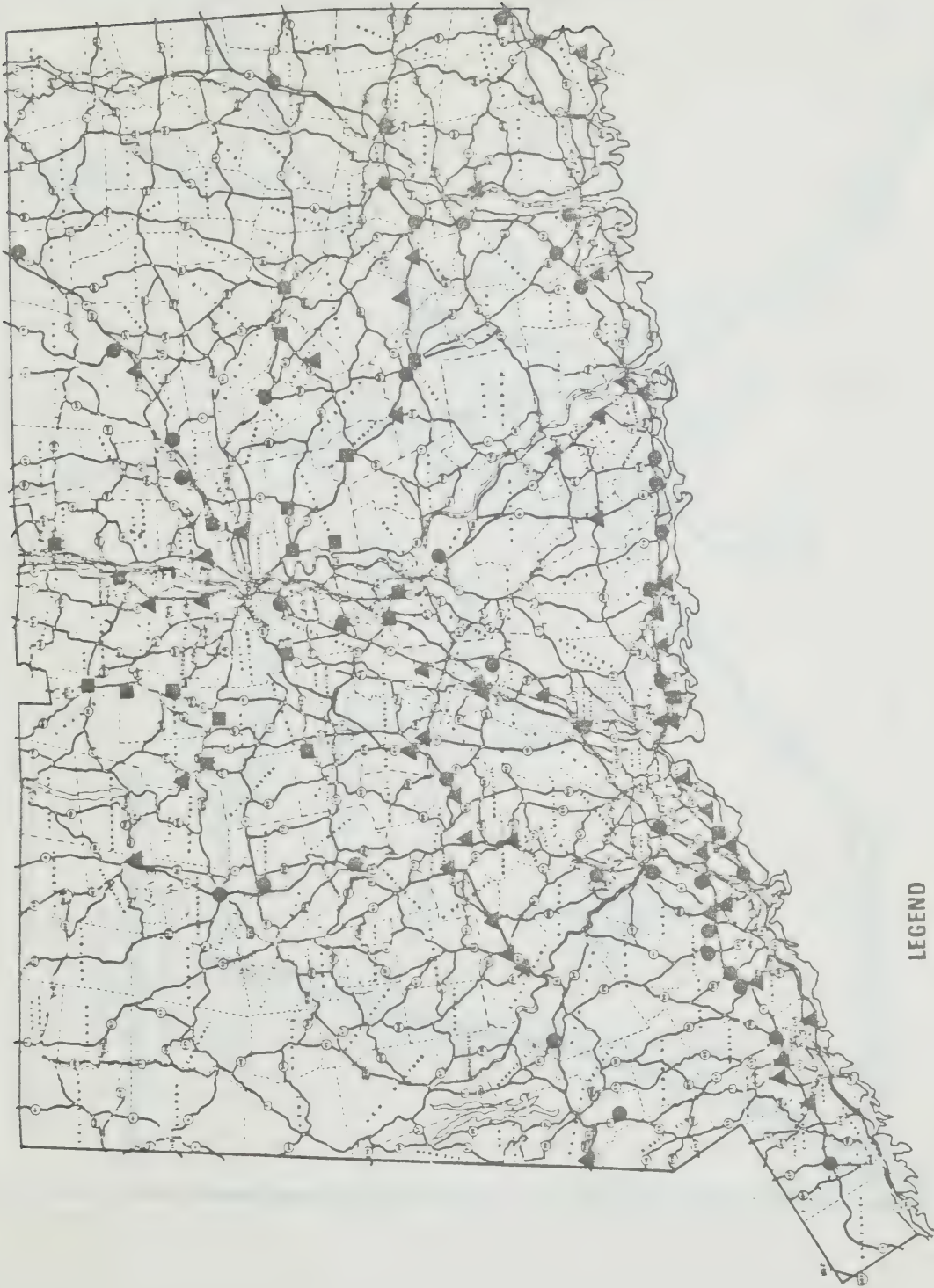
the major capital programs of some states such as Connecticut and California.

As for costs, construction costs range from \$1,000 to \$2,000 per space with leasing costs ranging from 75¢ to \$3.00 per month per space. In one instance, Knoxville, Tennessee, no cost is incurred in leasing spaces because they are provided at no charge by the property owners.

As for operating costs per space, little information was gathered in the surveys undertaken with the various operators. Generally, when lots are leased, maintenance costs are included in the leasing agreement. As for owned facilities, information was not readily available due to the manner in which the lots are maintained and charges costed back. However, in the study, Fringe Parking Lots For Carpoolers, it was estimated that a reasonable range for maintenance costs is somewhere between \$20 and \$50 per space per year. The range is greatly influenced by the lot standards. For comparison, GO Transit paid approximately \$69 operating expenses per space in 1979 for GO parking lots.

The referenced study, Fringe Parking Lots For Carpoolers, summarizes various characteristics of over 150 lots surveyed in the U.S. The survey included both a physical inventory as well as interviews of lot users. The following provides a brief summary of relevant findings:

- 50% of the users of the fringe parking facilities previously drove alone;
- all facilities studied were within 2.6 km of a main highway;
- the greatest use of park-and-ride facilities, including car-pooling, were where such facilities were located on routes with priority treatment for buses and high occupancy vehicles. In light of this point it was suggested that park-and-pool lots should always be designed with park-and-ride operation in mind;



LEGEND

- ▲ GRAVEL LOT
- PAVED LOT
- WITH EXPRESS BUS

EXHIBIT 2.3
EXAMPLE OF FRINGE PARKING LOT MAP
(Connecticut)

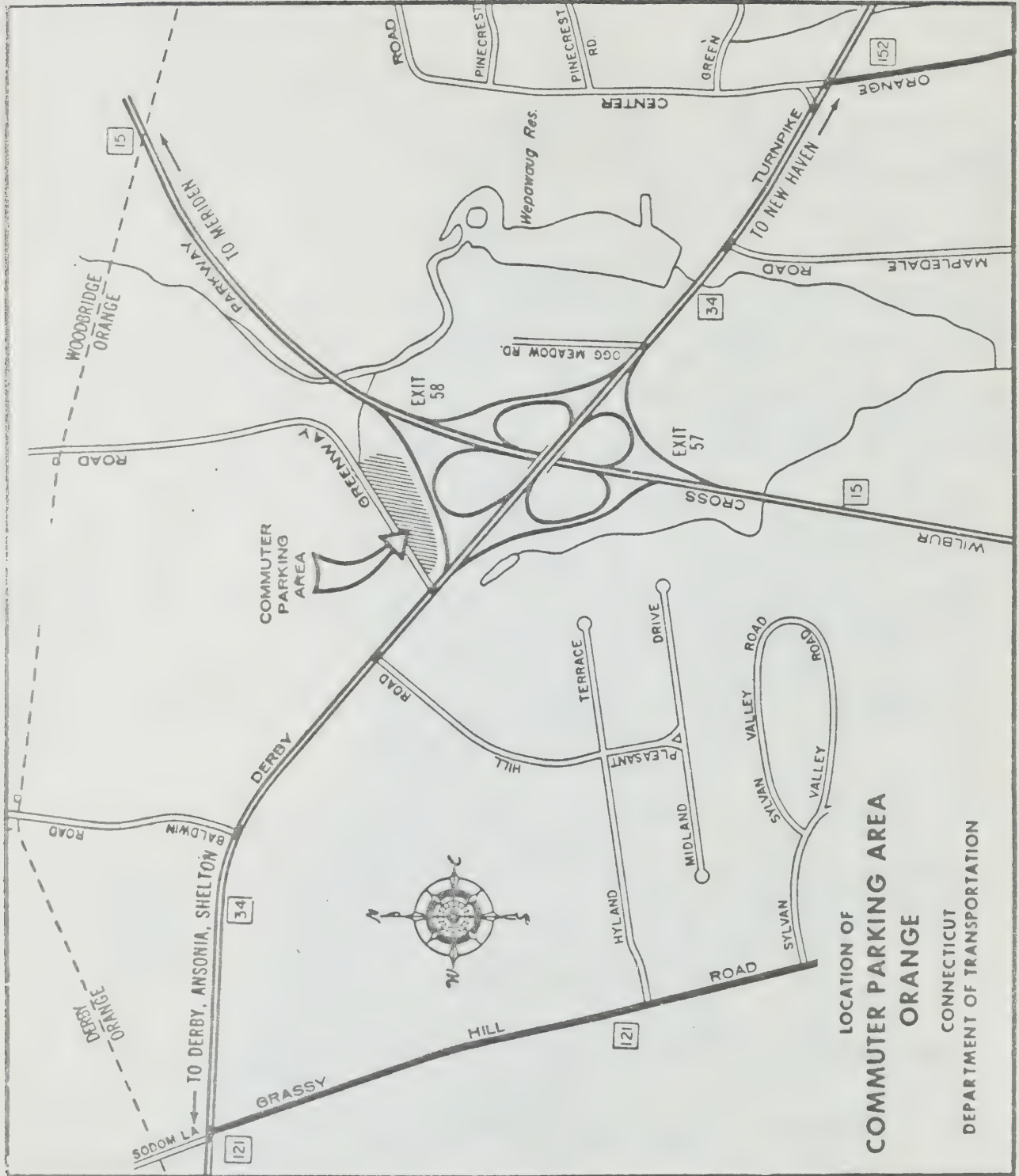


EXHIBIT 2.4 - EXAMPLE OF SITE SPECIFIC FRINGE PARKING LOT
(Connecticut)

EXHIBIT 2.5MINIMUM AND MAXIMUM DESIGN STANDARDS

<u>ITEM</u>	<u>MINIMUM</u>	<u>MAXIMUM</u>
Adequate Base	0	0
Positive Drainage	0	0
Paved Surface		0
Gravel Surface	0	
Curbing		0
Wheel Stops	0	
Guard Rail	As needed	As needed
Fencing	0	0
Lighting (+2 FC)	0	0
Marking		0
Signing	0	0
Telephones	0	0
Litter Barrels	0	0

Source: "Fringe Parking Lots For Carpoolers", FHWA, May, 1980.

- the practice in determining the size and location of fringe parking facilities was a function of the number of vehicles presently parked in the area, the availability of existing rights-of-way or locally available leasable spaces, and the designer's judgement as to potential increase in carpooling. This is in support of the findings as illustrated in Exhibit 2.2 wherein it was pointed out that the agencies contacted do not operate with rigid selection criteria and warrants;
- there was a range in design standards. These standards relate to such items as base, drainage, surface, telephones, etc. Exhibit 2.5 summarizes recommended items for minimum and maximum design standards, with it being pointed out that it is not necessarily required that the surfaces be paved and that as a minimum standard, a stone or gravel surface is adequate so long as spaces are identified with wheel curbs.

Summary

In light of the review of U.S. experience, it is apparent that:

- the various operating agencies of fringe parking carpool lots have not developed rigorous site selection criteria or implementation warrants. The standard practice is to locate lots where unofficial parking is currently occurring subject to access and safety considerations;
- the lots operated by these agencies are generally well utilized with occupancy rates generally in the range of 66%;
- the lots are a combination of both leased and newly constructed facilities. The latter is in part due to the Federal funding that is available for new construction;
- virtually all agencies have major expansion programs underway, a reflection of continued growth in demand;
- the fringe carpool lots are generally marketed and operated as part of a comprehensive ride-sharing program which includes a number of services such as matching, employer assistance in setting of vanpools, marketing, etc.

3. STUDY AREA CHARACTERISTICS

The study area characteristics have been summarized with respect to major commuter routes and carpool parking presently occurring in the area.

MAJOR COMMUTER ROUTES

An important element in identifying potential fringe parking sites is that of determining the major auto and transit commuter routes. The latter is important from the standpoint of isolating origin/destination pairs that are provided with high quality frequent commuter service (i.e. train) which are therefore not inclined to reflect a high demand for carpooling; and where lower quality service is provided (i.e. commuter bus) such that there would be the potential of combining park-and-pool lots with park-and-ride.

Other elements that were reviewed in assessing the commuter routes consisted of the proposed plans for major construction on the highways and commuter rail services, and also any service alterations that had been instituted on the commuter bus services.

Major Auto Commuter Routes

Through information gathered through interviews with MTC and local government officials as well as personal observation, the major auto commuter routes were identified. These are basically the roads indicated in Exhibit 1.1. As is evident from this exhibit, the major auto commuter routes are generally the freeways and the King's Highways within the study area. Various regional roads were identified as being important auto commuter routes, but these were generally of a secondary nature, most frequently providing feeder service to the provincial highways.

It is anticipated that in terms of construction in the next 5 years:

- The Highway 403 connection between the QEW* and Highway 401 will be completed. Some sections have been built while others are now under construction. For example the section between Highway 401 and Cawthra is now complete and the interchange to the QEW, Ford Street and Winston Churchill Blvd. is now under construction;
- Highway 410 may be extended up to Highway 7;
- Highway 427 is to be extended to Highway 7;
- Highway 400 will be extended to Eglinton Avenue as an arterial facility under municipal jurisdiction;
- Highway 404 is to be extended to Bloomington Side Road.

These projects are illustrated in Exhibit 3.1

The only other major highway construction program that would have a strategic effect on fringe parking sites is the major reconstruction of Highway 89 east of Highway 400.

From discussions with Regional and County staff no major construction is anticipated on other important auto commuter routes.

As a general consideration for all construction programs at intersections and major intersections, it would be cost effective to assess the potential for a commuter carpool lot such that, if considered appropriate, the necessary grading could be incorporated in the design and undertaken as a part of the interchange/ intersection construction. This would minimize subsequent costs if and when a carpool lot is considered necessary. An example of this approach is the fringe parking lots now being constructed as part of the 403 construction at Ford Drive and Winston Churchill Boulevard.

*Queen Elizabeth Way

Transit Commuter Routes

GO Transit is the major commuter service provider in the study area with responsibility for providing both rail and bus services throughout the Toronto Centred Region. As is illustrated in Exhibit 3.2, the service provided by GO Transit as well as other commuter bus operators, focuses on downtown Toronto. To illustrate the magnitude of the impact of these services, GO buses carry over 25,000 passengers per weekday, while the GO Train service carries over 41,000 passengers per day. The single largest element is the Lakeshore rail passenger service between Hamilton and Pickering with weekday average ridership of approximately 34,000 passengers per day.

As is evident from Exhibit 3.2, GO bus services generally operate along the major auto commuter corridors including the QEW, Dundas Street, Highway 401, Highway 7, Highway 400, Highway 11, Highway 404, and Highway 48.

The GO stations along the major commuter corridors and especially the rail corridors presently have a parking capacity for approximately 9,700 vehicles with average weekday occupancies of 8,600 vehicles with a resulting occupancy rate of approximately 90%. There is, however, a significant range to the degree of utilization of these parking lot facilities. For example, some lots have occupancy rates of 30 to 40% (Malton station), whereas other lots have occupancy levels in the range of 130 to 140% with a resulting spillover of parkers onto adjacent residential streets. The important point in reviewing the existing GO stations and their parking lot utilization is that few of the existing lots have the potential to accommodate additional vehicles for fringe parking purposes. The Malton GO station is one existing facility with sufficient capacity to accommodate carpoolers.

EXHIBIT 3.2

MAJOR COMMUTER TRANSIT SERVICES



LEGEND:

- Existing Commuter Rail
- Proposed Commuter Rail
- Existing Commuter Bus

There are other commuter services provided by private bus operators and CP Rail. Express bus service is provided from Kitchener-Waterloo and Guelph along the 401 to downtown Toronto. A commuter bus service operates from Orangeville, along Highway 10 to Brampton where it ties in with the GO bus service to Toronto. Also, there are commuter bus services on Highway 50 through Nashville and Woodbridge to Yorkdale, as well as a commuter service from Barrie down Highway 48 and Woodbine Avenue. There are no commuter parking facilities located along these routes nor, generally, along GO bus routes.

VIA Rail operates a commuter service from Barrie to downtown Toronto and from Peterborough to downtown Toronto. These rail services have stations that offer potential for joint use as both park-and-ride and carpool lots.

The only major proposed expansion to commuter transit involves the extension of the GO rail service to Milton. It is anticipated that this service will be in operation by the fall of 1981 with GO stations at Kipling, Dixie, Cooksville, Erindale, Streetsville, Meadowvale and Milton. Initially, this service will consist of three peak direction trains with a subsequent increase to five trains within the first few years. GO Transit does not anticipate any major expansion to the GO bus service.

As for the parking lots and future plans, it is anticipated that within the next five years an additional 2,500 parking spaces will be provided at nine locations. At the Oakville station which now has approximately 960 parking spaces, the parking lot is anticipated to increase to approximately 1,500. At the Clarkson station an additional 500 to 600 spaces is to be added to the existing 600 to 700 resulting in a total of over 1,200 spaces.

At the Pickering station an additional 170 spaces are being provided which will increase the lot to over 880 spaces. An additional 150 to 200 spaces are being considered for the Port Credit station. Additional stations to be expanded are Guildwood (+300 spaces), Burlington (+140 spaces), Old Cummer (+110 spaces), Rouge (+350 spaces) and Langstaff (+100 spaces).

In light of the present demand at the Clarkson station, average occupancy rates in excess of 100%, it is anticipated that when the additional parking spaces are provided, the majority will be occupied immediately. As for the Milton GO station, it is anticipated that with the opening of the station, the demand at the Oakville station which now has occupancy levels in excess of 100% may be shifted, thus resulting in a more equitable distribution of demand. In light of the parking demand at the stations where parking lot expansion is proposed, the expansion of these facilities offers little opportunity to accommodate carpool parkers.

CARPOOL PARKING IN THE STUDY AREA

Two major tasks were associated with reviewing carpool parking activities in the study area; the first task dealt with an analysis of demand and user characteristics of the present official MTC lots; and the second task dealt with an inventory of unofficial fringe parking sites as determined by the MTC and information provided by various local municipalities.

Characteristics of Carpoolers at MTC Lots

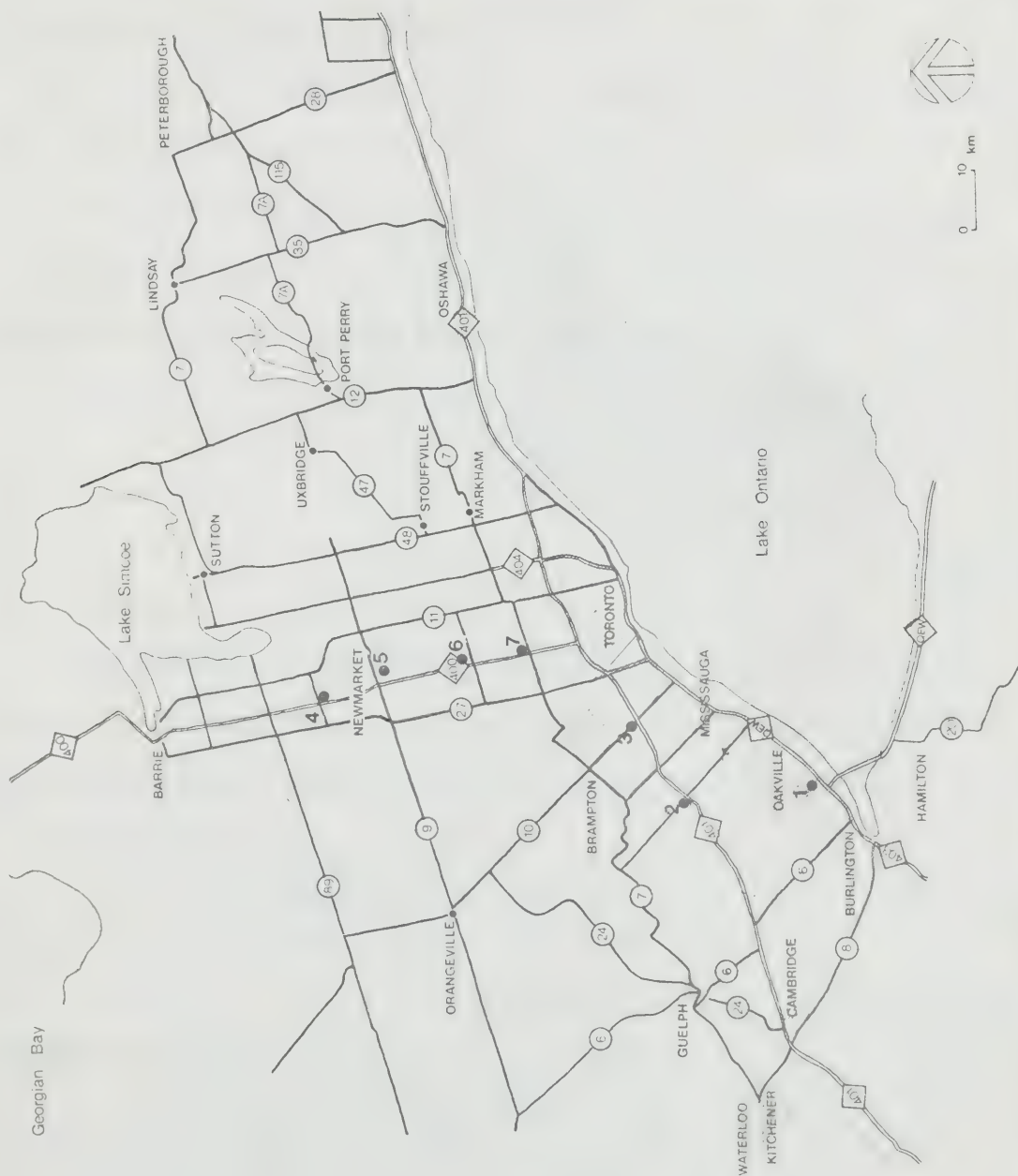
The MTC established official carpool parking lots (Exhibit 3.3) in the fall of 1979 located on Highway 400 at Highway 88, 9 and King City Road; on Highway 401 at Trafalgar Road and Highway 10; and QEW at Guelph Line. A temporary site at 400 and Highway 7 has also been used by carpoolers.

EXISTING OFFICIAL FRINGE
PARKING LOTS

LEGEND

1. Q.E.W. & Guelph Line (250 spcs)
2. Hwy 401 & Trafalgar Rd.
(60 spaces)
3. Hwy 401 & Hwy 10 (50 spaces)
4. Hwy 400 & Hwy 88 (54 spaces)
5. Hwy 400 & Hwy 9 (114 spaces)
6. Hwy 400 & King Side Road
(50 spaces)
- 7.* Hwy 400 & Hwy 7 (100 spaces)

* Temporary



The MTC undertook two surveys at the lots located along Highways 400 and 401. The surveys included:

- occupancy counts which were conducted during morning and afternoon periods on weekdays over a two week period;
- the administration of personal interviews to carpoolers to determine user characteristics.

The basic objective of the surveys was to determine the characteristics of carpoolers using the facilities. The surveys were also undertaken to assess the impact of improvements that were made to the lots during July and August of 1979. Accordingly, the "before" period data were collected during May and June, 1979 and the "after" period data were collected during October and November, 1979.

As is illustrated in the following table, the average number of vehicles parked increased by approximately 42.5%, with in some cases increases being in excess of 70%, such as at Highway 401 and Highway 10, Highway 401 and Trafalgar Road and Highway 400 and Highway 7. By contrast, some lots such as at King Side Road and 400 experienced a reduction in demand. As a general point, part of this overall increase may be attributable to the timing of the "after" count; traffic volumes are generally higher in October and November than they are during May and June due to the latter bordering on the holiday season.

On average, the MTC lots surveyed were experiencing 50% utilization factors.

Number of Vehicles Parked By Lot Location (Daily Average)

Location	Before 79-05-28 to 79-06-08	After 79-10-29 to 79-11-09	Percent Change
Hwy. 401 - Hwy. 10	19	35	+84%
Hwy. 401 - Trafalgar Road	13	23	+77%
Hwy. 400 - Hwy. 7	35	60	+71%
Hwy. 400 - King Side Road	17	14	-18%
Hwy. 400 - Hwy. 9	63	62	-02%
Hwy. 400 - Hwy. 88	14	20	+43%
Average	26.8	35.7	+42.5%

Another point that was determined from the occupancy surveys of the lots was that generally, utilization was lower on Mondays and Fridays than during other weekdays, possibly due to flex time.

As for the personal interviews of fringe parking lot users, three lots were not surveyed during the after period. These lots were:

- the lot on Highway 9, because lot usage remained constant;
- the lot at the King City Side Road, because lot usage decreased;
- the lot at Highway 7 because lot improvements were delayed.

The response to the personal interviews was quite high ranging from 48 to 55% of the number of cars in the lot.

From the interviews it was determined that the major proportion, 72%, use the lot five times a week or more. Approximately 10% use the lot between one and four times per week and the remainder, use the lot four times per month or less. This relatively high frequency of use suggests that many commuters are strongly committed to fringe parking and carpooling.

Another important general finding from the interviews was related to trip purpose. Approximately 99% of those surveyed were making a work trip with the remaining being recreational trips. This extremely high use of the lots for work trips conforms to the frequency of use patterns previously described and the findings of U.S. experience.

One of the most significant findings from these surveys was the trip distance characteristics of fringe parking lot users. As illustrated in Exhibit 3.4, the average trip length from home to place of work was 71.5 km. This travel distance consisted of two components: home to fringe parking lot with an average distance of approximately 23.1 km and fringe parking lot to work of an average distance of 47.2 km. The average home to lot distance ranged, by lot, from approximately 16 km to 30 km. Average distances between the fringe parking lot and place of work ranged from 44 km to approximately 60 km. These travel propensity characteristics support the notion that carpooling is most attractive for longer distance trips. This has an important impact on identifying fringe parking areas.

Origin/destination data were analyzed and travel routes were traced which was of some assistance in identifying major commuter routes. Also from the questionnaire information was gathered on attitudinal aspects. Wherein it was determined that a major number of users interviewed felt that a phone located at the lot would be important.

Another important finding from the analysis was that origin and destinations of users of any of the lots were diverse and well distributed

EXHIBIT 3.4SUMMARY OF MEAN TRAVEL DISTANCES
TO EXISTING MTC PARKING LOTS

(Kilometers)

LOT	HOME-LOT	LOT-WORK	HOME-WORK
Hwy. 400 and Hwy. 9	29.8	45.8	74.8
Hwy. 400 and King Rd.	30.1	44.4	74.3
Hwy. 400 and Hwy. 7	25.8	44.5	70.5
Hwy. 400 and Hwy. 88	15.8	49.0	66.1
Hwy. 10 - N. of 401	16.8	47.5	64.3
Hwy. 10 - S. of 401	17.3	60.4	77.8
Hwy. 401 and Trafalgar	27.6	49.8	77.4
Buses (400 and 9)	21.8	51.1	72.9
Overall Average	23.1	47.2	71.5

throughout the area. Contrary to expectations there were a significant number of users destined to areas other than Metro Toronto with 40% of the parking lot users destined to Toronto. As a result, the impact on traffic and parking, especially in downtown Toronto, is not significant.

Unofficial Parking in the Study Area

Two sources of information were employed in identifying unofficial parking in the study area: MTC data as gathered from surveys conducted by district staff and interviews with local government agencies. The MTC survey identified over 50 sites generally on or adjacent to provincial highways. These sites are listed in Exhibit 3.5 and include sites that have been or are to be developed as official fringe parking sites.

From the interviews with local officials potential areas and sites were identified as either now accommodating carpool parkers or as ideally suited for potential sites with good access and exposure. Many of the sites suggested, which were subsequently included in the site inventory, were located at churches, shopping centres, community centres, arenas, etc.

As an outcome of the MTC inventory of carpool parking demand and a continuing growth in demand, the MTC is planning to construct seven additional lots as per Exhibit 3.6 with an additional 377 spaces by late 1980.

SUMMARY

The following provides a brief summary of the most important findings in reviewing the major commuter routes.

INVENTORY OF EXISTING AND POTENTIAL FRINGE PARKING SITES

(MTC Central Region, December, 1979)

<u>Number</u>	<u>Location</u>	<u>Number</u>	<u>Location</u>	<u>Number</u>	<u>Location</u>
1	Q.E.W. & Dixie Road	24	Highway 401 & Percy Street	47	Highway 35 & Highway 7
2	Q.E.W. & Castbra Road	25	Highway 401 & Highway 30	48	Highway 115 & Peterborough Cty. #10
3	Q.E.W. & Highway 10	26	* Highway 400 & Highway 7	49	Highway 115 & Highway 28
4	Q.E.W. & Mississauga Road	27	* Highway 400 & King Sideroad	50	Highway 7/115 & Harper Road
5	Q.E.W. & Southdown Road	28	* Highway 400 & Highway 9	51	Highway 7 & Bensfort Road
6	Q.E.W. & Highway 25	29	* Highway 400 & Highway 88		
7	* Q.E.W. & Geolph Line	30	*** Highway 10 & Highway 7 - North Junction		
8	Q.E.W. & Highway 2	31	Highway 7 & Highway 50		
9	Q.E.W. & Gray's Road	32	Highway 7 & Highway 27		
10	Q.E.W. & Fruitland Road	33	Highway 10 & 32nd Sideroad		
11	Q.E.W. & Regional Road 50	34	*** Highway 10 & Highway 24 - Caledon		
12	Q.E.W. & Casablanca Road	35	Highway 10 & 20th Sideroad - Caledon		
13	Q.E.W. & Ontario Street	36	*** Highway 10 & Highway 9 - North Junction		
14	Highway 403 & Waterdown Road	37	Highway 9 & Airport Road		
15	Highway 401 & Highway 6 - East Junction	38	Highway 9 & Highway 50		
16	Highway 401 & Campbellville Road/Geolph Line	39	Highway 9 & Tottenham Road		
17	* Highway 401 & Trafalgar Road	40	Highway 9 & Highway 27		
18	Highway 401 & Mississauga Road/Derry Road	41	Highway 48 & Aurora Sideroad		
19	* Highway 401 & Highway 10	42	*** Highway 7/12 & Highway 47		
20	Highway 401 & Highway 2	43	*** Highway 35/115 & Clarke 4th Line		
21	** Highway 401 & Highway 28	44	Highway 115 & Durham Road #9		
22	Highway 401 & Burnham Road	45	*** Highway 35 & Victoria Road 12 - Ponty Pool		
23	** Highway 401 & Highway 45	46	*** Highway 35 & Highway 7A - South Junction		

* Existing MTC Lots

** Committed MTC Lots

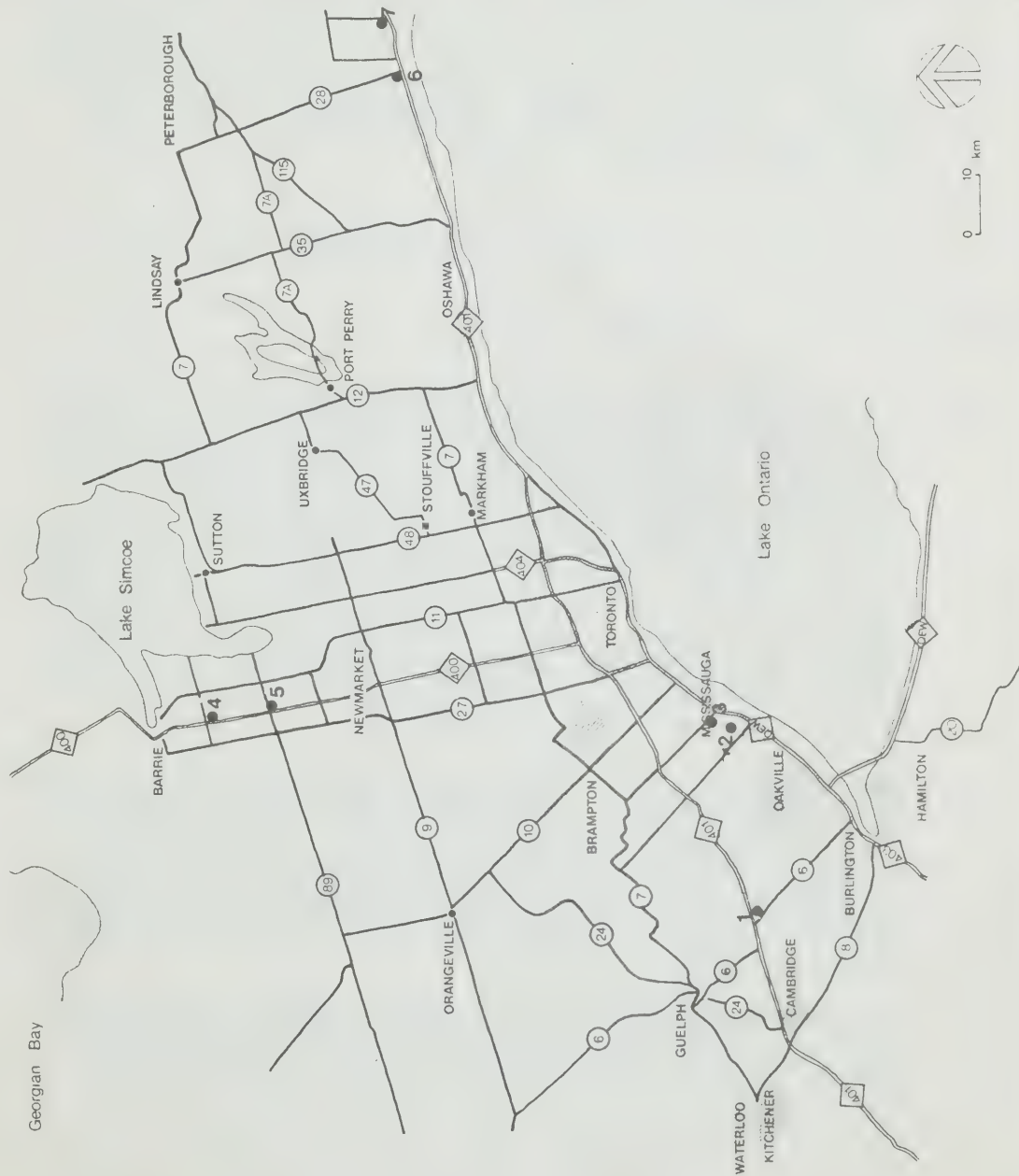
*** Sites Surveyed in This Study

COMMITTED MTC LOTS (1980)

LEGEND

Proposed MTC Official Lots

1. Hwy 401 & Hwy 6 (50 spaces)
2. QEW & Ford Dr. (49 spaces)
3. QEW & W.Churchill (42 spaces)
4. Hwy 400 & Innesfil(37 spaces)
Beach Road.
5. Hwy 400 & Hwy 89 (49 spaces)
6. Hwy 401 & Hwy 28 (50 spaces)
7. Hwy 401 & Hwy 45 (100 spaces)



- the major auto routes are generally the major freeways and King's Highways in the study area. Regional roads are also important but generally as feeders to the provincial highways;
- where the Province is planning to construct new interchanges and/or intersections, consideration should be given to providing fringe parking lots such that the necessary grading can be initiated at the time of construction thereby minimizing any subsequent capital cost of building a parking lot;
- except for the extension of the GO train service to Milton, there are no major changes anticipated to the commuter bus and rail service;
- in light of the high level of demand for parking at GO train stations, there is little opportunity to accommodate carpool parkers. There is, however, an opportunity to allow for joint use carpool and park-and-ride facilities along the commuter bus routes.

The following summarizes the characteristics of fringe parking lot demand and user characteristics:

- the information on the needs and characteristics of carpool lot users is rather limited and therefore the procedures to select and locate lots is still in the developmental stages. Accordingly, it would be appropriate to institute a regular monitoring program of demand and user characteristics at official and unofficial lots. This monitoring should consist of four seasonal counts for a typical week at official lots and user surveys at a selected sample of official and unofficial lots each year. Each of these surveys should be conducted, as appropriate, before and after a new lot is established. Exhibit 3.7 provides a sample questionnaire that might be applied in the user survey;
- there has been a significant growth in carpool parking activity at official MTC Lots. Over a five month period there was a 42.5% growth in weekday carpool parking. This growth consisted of some relocating of previous carpools to the improved lot but was primarily attributable to a continued growth in carpool parking demand which is consistent with demand patterns in the U.S.;
- the major population (99%) of carpool parkers were making work trips which thus accounts for the high proportion of users, 72%, who use the lot five times or more per week;

- trip distance characteristics pointed out that the average travel distance between home and place of work was 71.5 km of which 1/3 was the distance between home and lot and the remainder between the lot and place of work. This suggests that the closer the lot is located to the home the higher the propensity to use the lot. However, offsetting this is the fact that potential users in a community may not be able to acquire a convenient carpool match at a local lot and therefore may be required to travel a considerable distance to other locations to acquire a match;
- regular inventories of unofficial parking activity should be continued as a means of identifying the quantity and location of demand.

EXHIBIT 3.7

FRINGE PARKING LOT USER QUESTIONNAIRE

Your response to this survey would be appreciated. Thank you for your help!

1. Residence (city or town) _____
Approximate distance from home to lot is _____ Kilometers
2. How many persons, if any, do you pick up in the morning on your way to this lot? _____
3. How do you usually arrive at this lot in the morning?
 _____ In a parking auto _____ By walking
 _____ Dropped off by auto _____ Other (please describe)
 _____ By transit _____
4. If you ride transit to your final destination, skip to question # 5.==
4. If you are the driver today, how many persons are there (including yourself) in your carpool or vanpool
 when leaving this lot this morning? _____ Returning this afternoon? _____
5. What is (was) the purpose of today's trip from this lot?
 Work (address) _____
 School (address) _____
 Other (purpose) _____
 (address) _____
 Approximate distance from lot to final destination is _____ Kilometers
6. How many days per week do you travel from this lot to your final destination by:
 Carpool _____ day/week Transit _____ day/week
 Vanpool _____ day/week Other (specify) _____
 _____ day/week.
7. Before this lot was available, how did you generally travel from home to final destination?
 Drove alone _____
 Drove with _____ other persons
 Rode transit _____
 Other (specify) _____
8. Why do you carpool, vanpool, or ride transit from this lot? (Rank in order of importance, with a "1" as most important etc.)
 _____ To avoid traffic congestion _____ Cost of driving alone (gas, tolls, etc.)
 _____ Can use carpool priority lanes _____ Companionship
 _____ Parking shortage at destination _____ Other reason (specify) _____
 _____ Cost of parking at destination _____
9. Please rate the following features of this parking lot:

Advertising	_____ Good	_____ Fair	_____ Poor
Directional signs	_____ Good	_____ Fair	_____ Poor
Ease of entering & exiting	_____ Good	_____ Fair	_____ Poor
Parking layout	_____ Good	_____ Fair	_____ Poor
Lot surfacing	_____ Good	_____ Fair	_____ Poor
Lighting & security	_____ Good	_____ Fair	_____ Poor
Landscaping, other amenities	_____ Good	_____ Fair	_____ Poor
Other (specify) _____	_____ Good	_____ Fair	_____ Poor

 Comments _____

4. SELECTION OF FRINGE PARKING AREAS

Prior to conducting the physical inventory of fringe parking lots, a procedure was developed to identify areas that were potentially well suited to fringe parking. This provided a structured format to the analysis which was important because of the size of the study area. This section provides a brief description of the procedure developed and the resulting areas identified.

From the review of fringe parking lot facilities both in the U.S. and on the present MTC facilities, it was determined that the two major characteristics of users are:

- approximately 95% of all users are making work trips;
- the travel distances between place of residence and work average 70 km. with the average distance from place of residence to the lot being approximately 20 km. and the distance from the lot to the place of work being approximately 50 km. With these two important characteristics a procedure was developed to identify initial carpool parking lot areas.

The importance of these characteristics is that work trips and travel distances are generally modelled as part of the transportation planning process. Accordingly, a procedure was developed to identify potential fringe parking areas based on planning data. The base data were provided through the TARMS* model, supplemented as appropriate with additional data for areas beyond the TARMS area. The procedure developed, incorporated the following steps:

*Toronto Area Regional Model Study

1. Acquiring from the MTC the 1986 person-trip work table for the TARMS area. For areas external to TARMS but within the study area, 1976 AADT work trip tables were provided by the MTC. These were adjusted to reflect person trips. A 57 zone system was developed to provide the basis for summarizing the travel data.
2. Travel time and travel distance data were acquired for the aggregated 57 zone system defining the study area. These were subsequently stratified by trip distances less than 40 km, between 40 and 56 km, between 56 and 72 km and for trips over 72 km.
3. O/D pairs with high quality and frequent transit service which would not therefore reflect a high demand for carpool parking facilities, were eliminated from further analysis.
4. A simplified road network was developed for the study area reflecting generally, the major commuter corridors previously identified.
5. Each of the stratified trips over 40 km were manually assigned to the road network and aggregated along the road corridors to provide work trip person demand by major highway corridor.
6. Areas where a significant number of trips originated from or where a significant number of trips converged were identified as being potentially suitable for carpool parking facilities.

From this procedure three exhibits were developed: a person work trip assignment (TARMS) for all trips except those outbound from Toronto, Exhibit 4.1; a person work trip assignment for trips (TARMS) outbound from Toronto, Exhibit 4.2; and person work trip assignment for trips originating from areas external to the TARMS area, Exhibit 4.3.

For each of the identified areas, as in item 6 above, the person trip demand and person trip kilometres were calculated. Exhibit 4.4 summarizes these estimates as well as the major trip destinations for each of the areas.

Of major interest in reviewing Exhibit 4.4 is the fact that Metro Toronto generates a number of trips to areas beyond Metro and is the largest generator of longer distance trips, and thus would seem well suited to carpool lots. However, because carpool parking may be occurring within the

EXHIBIT 4.2

PERSON WORK TRIP ASSIGNMENT

(TARMS)

OUTBOUND FROM TORONTO

1986

----- Approximate TARMS Boundary



10 000 person trips

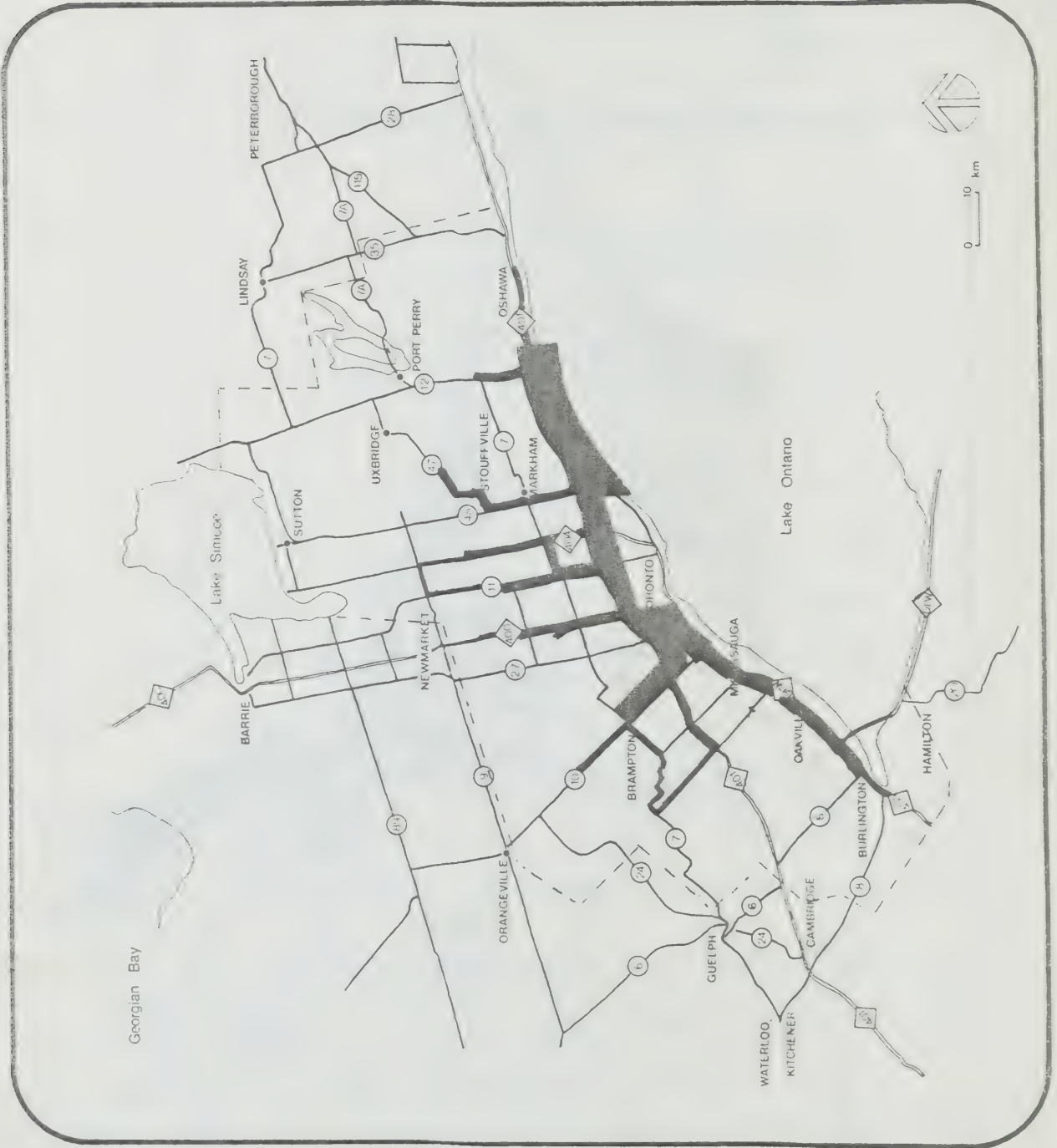


EXHIBIT 4.3
 PERSON WORK TRIP ASSIGNMENT
 (EXTERNAL TO TARMS)
 1986

----- Approximate TARMS Boundary

10 000 person trips

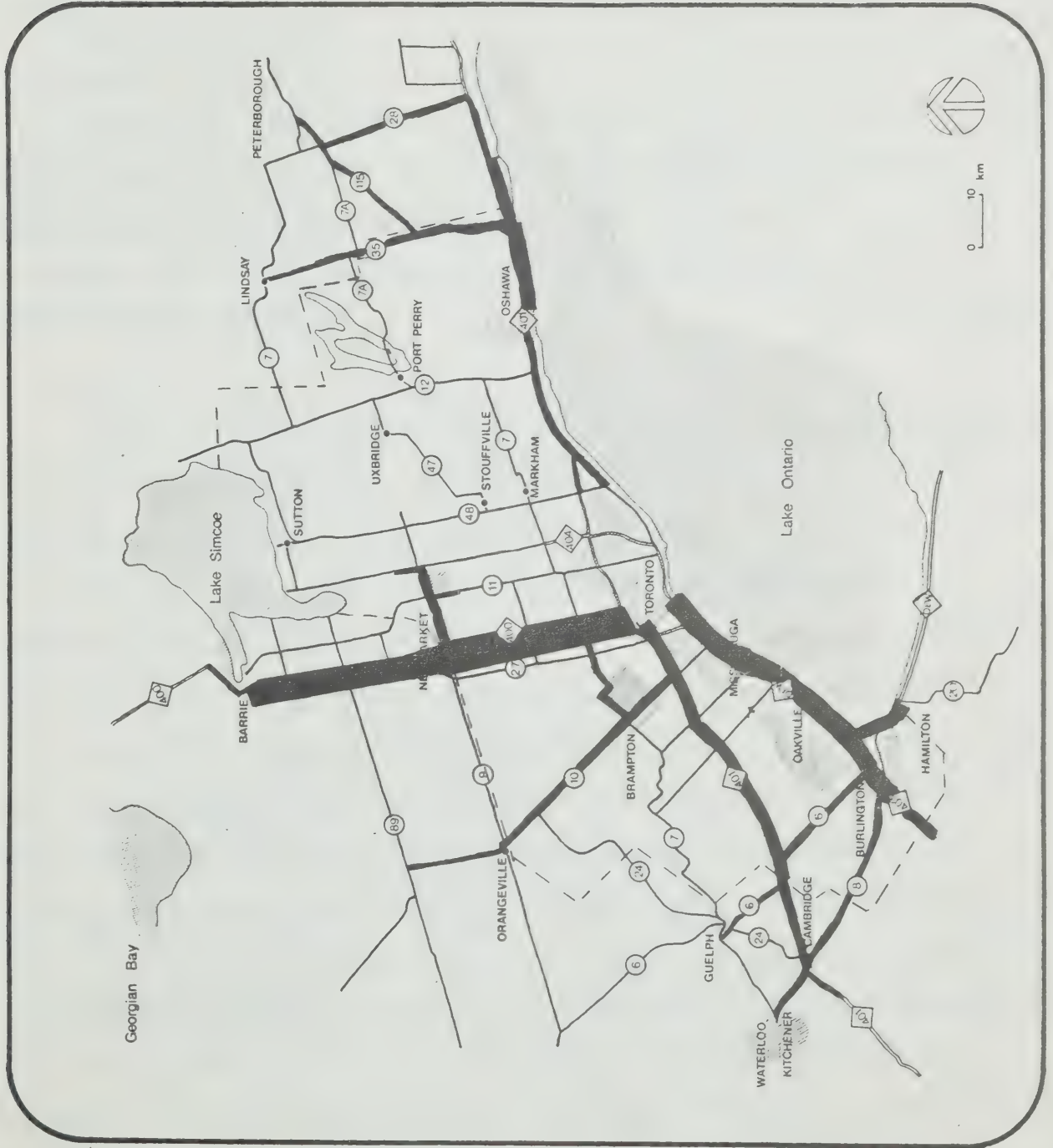


EXHIBIT 4.4/ SUMMARY OF PERSON TRIP WORK DEMAND/PERSON TRIP KILOMETRES

(Work Trips Greater than 40 km)

1986

PARKING AREA	PER TRIP DEMAND	PERSON TRIP KILOMETERS	MAJOR DESTINATIONS
Hamilton	7,400	466,500	Southwest Metro; Central Mississauga; Central Halton Region (incl. Milton)
Guelph, Cambridge and Kitchener	5,460	437,562	Hamilton-Wentworth Region; Southwest Metro; Northwest Metro
Acton (Hwy 7 & Hwy 25)	1,800	99,100	South Central Metro; Southwest Metro; North Mississauga
Georgetown (Hwy 7 between RR 3 & RR 19)	1,800	97,400	Northwest Metro; Southeast Metro; Town of Vaughan
Orangeville	2,330	145,893	Brampton; Mississauga; Toronto
Brampton (Hwy 10 & Hwy 7)	5,150	273,300	Southeast Metro; South Central Metro; Southwest Metro; Northwest Metro
Barrie	1,180	100,500	Northwest Metro; Southwest Metro; South Central Metro
Township of Georgina (Hwy 48 between RR 32 & RR12) Keswick (RR 8 from RR 32 to RR 12)	3,850	204,900	Uxbridge; Markham; Aurora; Richmond Hill
Township of Gwillimbury (Hwy 48 between RR 31 & RR 32)	1,960	95,060	Southeast Metro; Northeast Metro; Markham
Newmarket (Hwy 9 and Hwy 11)	5,100	130,400	Northwest Metro; Southwest Metro; South Central Metro
Aurora (Hwy 11 and RR 15)	820	38,900	Southeast Metro; Southwest Metro
Stouffville (Hwy 47 and Hwy 48)	2,200	112,200	South Central Metro; Northwest Metro; Southeast Metro
Markham (RR 8, Hwy 7 to RR 40)	3,200	151,500	Southwest Metro; South Mississauga
Port Perry (Regional Road 2 - Hwy 7)	3,400	119,000	Oshawa
Peterborough	540	42,400	Oshawa
Oshawa (Hwy 401 - Interchanges 67-72)	10,700	497,600	Southeast Metro; Northeast Metro; Southwest Metro
Whitby/Ajax (Hwy 401 - Interchanges 65 & 66)	2,300	121,300	Southwest Metro; Northwest Metro
Metro Toronto (Hwy 401 - DVP* to Hwy 2)	10,000	479,640	Oshawa; Pickering-Ajax; North Pickering (incl. Claremont); Uxbridge
Metro Toronto (Hwy 401 - 427 - DVP*)	11,300	544,000	North Mississauga; Central Halton Region (incl. Milton); Central Mississauga; Brampton-Bramalea

*Don Valley Parkway

Metro Toronto area and because it does not now seem to be a problem in terms of safety or supply, there may not be a strong need to provide exclusive facilities. An inventory of sites was undertaken for the Metro area, concentrating on the 401 corridor, although not included in the evaluation of recommended sites.

Another point that became evident in reviewing Exhibit 4.4 and the preceding assignments was that in some of the smaller areas such as Acton and Georgetown, the need for a fringe parking lot could be reduced due to the possibility of carpoolers being picked up and dropped off at their place of residence.

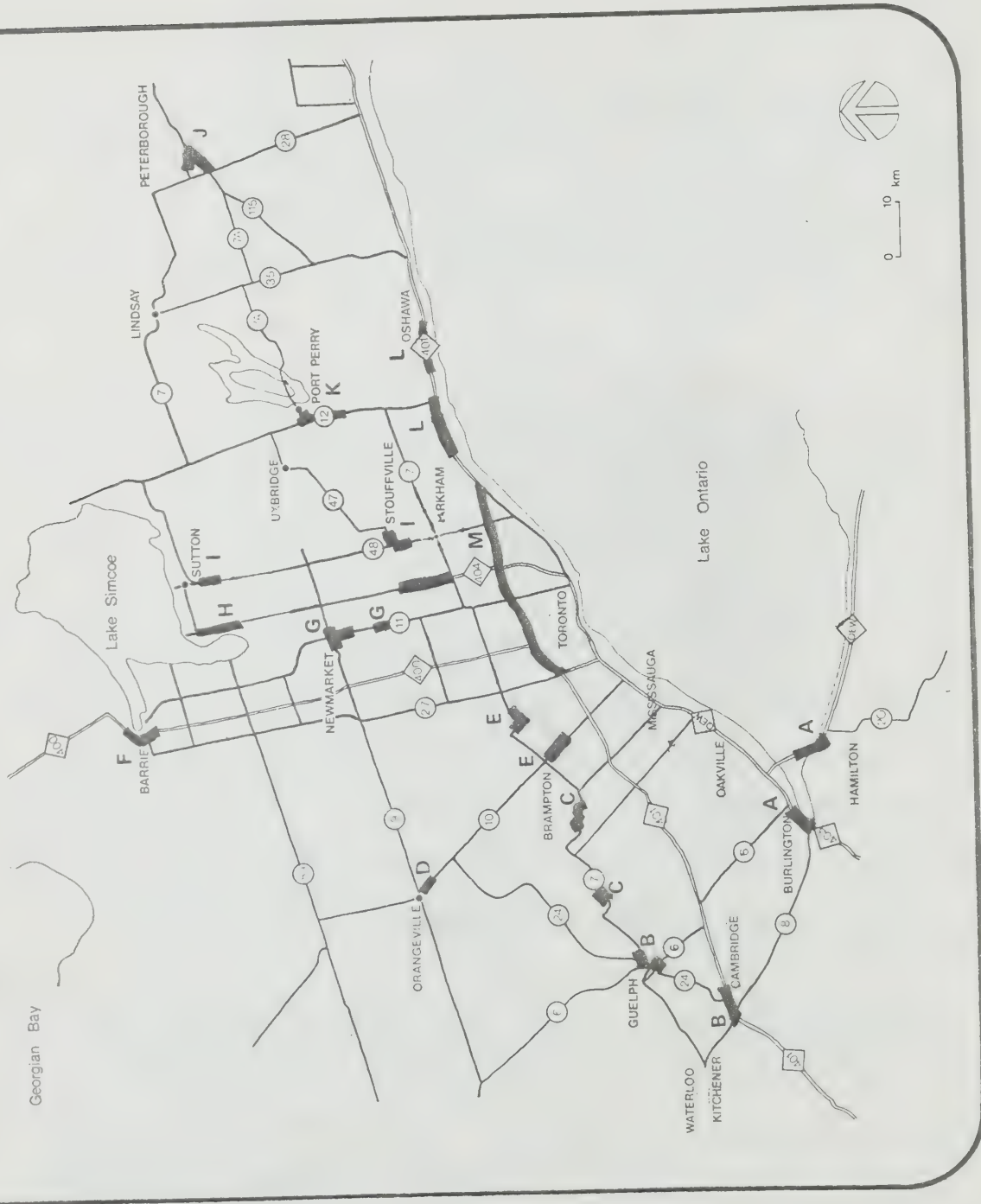
Exhibit 4.5 illustrates the areas initially identified as having good potential for fringe parking lots. As is evident from this exhibit, the areas are distributed throughout the study area and are generally along the major commuter corridors. These areas did not include potential sites adjacent to Highway 400 (except near Barrie); Highway 401 between Highway 427 and Cambridge; and the Queen Elizabeth Way between Toronto and Hamilton. These latter areas were not surveyed due to the fact that MTC staff had already conducted an inventory of sites, on MTC property, in these corridors to determine the 1980 commuter parking lot construction program. Sites chosen for construction were largely based on the actual number of cars parking in those locations.

In some areas, such as Hamilton and Guelph, two sub-areas were identified as having potential for fringe parking, due to the highway network configuration and associated travel patterns. The areas identified provided a basis for conducting the surveys but, as will be pointed out in subsequent sections, these areas were extended as a result of discussions with local officials and, in some cases, combined where it was considered appropriate.

EXHIBIT 4.5

INITIAL SELECTION OF
FRINGE PARKING AREAS

- A. Hamilton
- B. Cambridge-Guelph
- C. Halton Hills
- D. Orangeville
- E. Brampton
- F. Barrie
- G. Newmarket
- H. Regional Road 8
- I. Highway 48
- J. Peterborough
- K. Port Perry
- L. Oshawa-Whitby-Ajax
- M. Toronto



5. SITE INVENTORY

Site inventories were initiated by contacting local government officials for the previously identified areas. Information was solicited on where unofficial carpool parking was occurring or on sites such as arenas, shopping centres, etc., which might be ideally situated for fringe parking. These enquiries often resulted in sites being identified in areas other than those originally proposed in Exhibit 4.5.

An inventory sheet was completed for each site (Exhibit 5.1); each of these provide the locational description of the lot including the schematic layout, a description of physical characteristics, transit service characteristics and environmental impacts. Photographs were taken of each site and were included with the inventory sheets.

Approximately 150 potential fringe parking lots were surveyed. The distribution of these lots by area is indicated in Exhibit 5.2 and a summary of specific site characteristics is contained in Appendix A.

The following provides a brief summary of the inventory by geographical area.

A Hamilton

Two areas in Hamilton were surveyed: the Highway 403 corridor near the Main Street and King Street interchanges and the Q.E.W. corridor between Highway 20 and Fruitland Road. Eight sites were surveyed of which four are existing lots. The available number of carpool spaces per lot ranges from 30 to over 100 with generally no capabilities for expansion. Site access and exposure was generally good with most existing lots having good drainage and asphalt surfaces. All sites were serviced by Hydro and telephone lines. Only those lots along the Highway 403 corridor were adjacent to local and commuter transit services.

EXHIBIT 5.1

FRINGE PARKING INVENTORY SHEET

SURVEY DATE: _____

TIME: _____

LOT: _____

TYPE: _____

LOCATION: _____

OWNER: _____

ADDRESS: _____

TOTAL NO. OF SPACES: _____ AVAILABLE SPACES: _____

ULTIMATE NO. OF SPACES: _____

EXPOSURE: GOOD FAIR POOR

ACCESSIBILITY: GOOD FAIR POOR

SURFACE TYPE ASPHALT GRAVEL SOIL
AND CONDITION: 1 2 3 1 2 3 1 2 3

DRAINAGE: GOOD FAIR POOR

HYDRO: YES NO DIST. _____

BELL: YES NO DIST. _____

ADJACENT TO
TRANSIT: LOCAL: YES NO DIST. _____

 COMMUTER: YES NO DIST. _____

IMPACT ON ADJACENT
PROPERTY: YES NO _____

ENVIRONMENTAL IMPACT: _____

IMPROVEMENT REQUIREMENTS: _____

REMARKS: _____

EXHIBIT 5.2

POTENTIAL FRINGE PARKING LOTS

INVESTIGATED

AREA		SITES		
		EXISTING LOT	VACANT LOT	TOTAL
A	HAMILTON	4	4	8
B	CAMBRIDGE/ GUELPH	6	2	8
C	HALTON HILLS	4	1	5
D	ORANGEVILLE	7	1	8
E	BRAMPTON	5	1	6
F	BARRIE	4	2	6
G	NEWMARKET	5	1	6
H	REGIONAL ROAD 8	11	4	15
I	HIGHWAY 48	10	6	16
J	PETERBOROUGH	4	11	15
K	PORT PERRY	1	8	9
L	OSHAWA	13	5	18
M	TORONTO	27	3	30
TOTAL		101	49	150

None of the lots surveyed would impact adjacent property if converted to fringe parking use. No unofficial carpool parking was detected at any of the sites.

B Cambridge/Guelph

The sites surveyed in Cambridge and Guelph were combined into one area as a result of information provided by local officials. In total 8 lots were surveyed of which 6 were existing parking facilities. Available capacities range from 10 to 100 spaces. All of the smaller lots can be expanded to over 30 spaces. Unofficial carpool parking was detected at 3 sites adjacent to Highway 401. All sites had good exposure access, fair to good surface characteristics. With one exception all sites were adjacent to Hydro and Bell lines. None of the sites were adjacent to commuter bus services but 3 sites, 2 in Cambridge and 1 in Guelph, were adjacent to local transit. Except for one site in Cambridge none of the lots would impact adjacent property.

C Halton Hills

The sites surveyed in Georgetown and Acton were combined and summarized as Halton Hills. In total 5 lots were surveyed of which 4 were existing parking lots. The number of available spaces for carpooling range from 20 to over 100. In most cases there is little potential to expand the lots. Exposure was generally fair to good with the exception of the Georgetown GO station which had poor exposure. Access for all lots ranged from fair to good with surface types ranging from fair gravel surfaces to good asphalt. All sites were adjacent to Hydro and Bell services with only 4 sites adjacent to commuter transit. Two sites in Georgetown would have an impact on adjacent property.

No sites were identified in Acton. It was suggested by local officials that carpoolers in Acton generally be picked up and dropped off at their place

of residence.

D Orangeville

Eight sites were surveyed in Orangeville of which 7 were existing lots. Generally these lots had 20 to over 100 available spaces and with the exception of 2 new construction sites had no capabilities to expand. Access was good at all sites. Exposure was good at all sites except for those located in Orangeville. All sites were adjacent to Hydro and Bell services. Only one site on Highway 10 was adjacent to commuter transit. None of the sites surveyed would have a detrimental impact on adjacent property.

E Brampton

Six sites were surveyed in Brampton, generally along Highway 10, Highway 7 or Steeles Avenue. Five of the sites were existing parking lots each with 20 to over 100 spaces available for carpooling. All sites had good access and exposure with fair to good surface characteristics and drainage. Hydro and Bell services are adjacent to all sites as is commuter transit. Five of the sites are also serviced by local transit. None of these sites would have any impact on adjacent property. No unofficial carpool parking was detected at any of these sites.

F Barrie

Six sites were surveyed in Barrie, generally along the 400 corridor. Four of these sites are existing lots. With the exception of one site on Essa Road, each site has in excess of 50 spaces available for carpooling. Exposure and access are generally good for all sites as are the surface characteristics. All lots are adjacent to Hydro and Bell services. None of the lots is adjacent to commuter transit services although three are provided with local transit services. None of the lots would have an adverse impact on adjacent property.

Only one lot, on Essa Road, has unofficial carpool parking.

It was pointed out by local officials that many commuters from Barrie currently use the MTC fringe parking facilities located on Highway 400.

G Newmarket/Aurora

As a result of information provided by local officials, these two areas were combined when the inventory of sites was conducted. The six sites surveyed were generally along or adjacent to Highway 11. Five of the sites are existing parking lots. All sites have the capability to accommodate in excess of 50 vehicles, taking into account expansion. Access is good for all sites with exposure ranging from fair to good. Surface characteristics of the existing lots range from fair gravel to good asphalt. All sites have good drainage and are adjacent to Bell and Hydro services and local transit. In addition, 5 of these sites are adjacent to commuter transit services. None of these sites would have an adverse impact on adjacent property. No unofficial carpool parking was detected.

H York Regional Road 8 (Woodbine Avenue)

Initially two sections of Regional Road 8 were identified for the survey: the section in Georgina Township north of Regional Road 32 and the section between Highway 7 and Regional Road 40. However, these areas were combined and all of Regional Road 8 was surveyed between Highway 7 and the Georgina Civic Centre.

In total 15 sites were surveyed along Regional Road 8. Eleven of the sites are existing parking lots with generally in excess of 20 spaces available for carpool parkers. Access and exposure was good for the 11 sites directly adjacent to Regional Road 8. Surface characteristics range from poor soil to

good asphalt. All sites were directly adjacent to Bell and Hydro services with 11 sites being directly adjacent to commuter transit services. With one exception, none of the sites surveyed would have any measurable impact on adjacent property. Six of the sites surveyed presently have unofficial parking activity.

I Highway 48

Initially two sections of Highway 48 were to be surveyed: the section of the highway in Georgina Township and the section between Stouffville and Markham. As a result of information provided by local officials the area was extended to include all of Highway 48 between Sutton and Markham.

In total 16 sites were surveyed on or adjacent to Highway 48. Ten of these sites are existing parking lots. Most sites had a minimum available capacity for 30 vehicles taking into account expansion possibilities. All sites had good access and generally good exposure. Surface types range from poor soil to good asphalt with most sites having fair to good drainage. All sites were adjacent to Hydro and Bell services and commuter transit. None of the lots were serviced by local transit. Six of these sites would have an impact on adjacent property if developed as a carpool site. Five of the sites had unofficial carpool parkers.

J Peterborough and Highways 15 and 115

Initially, it was proposed that the inventory of sites only be conducted in the area immediately south of Peterborough. However, based on the information provided by local officials and the obvious fringe parking activity along Highways 15 and 115, the study area was expanded to include Highways 115, 315 and Highway 7 between Peterborough and Highway 401. It was pointed out from

discussions with local officials that many of the residents in the area surrounding Peterborough commute to the auto assembly plants in Oshawa. Because of the nature of their work these people are ideally suited to carpooling.

In conducting the survey, 15 locations were identified as being potential fringe parking sites. The majority of lots, 11, would require new construction although in some cases the sites are now being used by carpoolers. The majority of the lots surveyed have the potential to accommodate a minimum of 20 to 30 vehicles, with all identified sites having good exposure and access. Drainage at most sites is good with soil conditions ranging from fair to good. All sites are adjacent to Hydro and Bell services but none have local or commuter transit services. With one exception, all sites would not adversely impact adjacent property. Of the 15 sites surveyed, seven are currently used by unofficial carpool parkers with a total of 70 vehicles having been identified through the course of conducting the inventory.

K Port Perry

Nine sites were identified in the Port Perry area, generally along or adjacent to Highway 7A and Durham Road 19. Only one of the sites was an existing parking lot with 25 to 30 available spaces for carpoolers. Most of the other new construction sites had a potential minimum capacity of 20 vehicles. All sites had good access and exposure with generally good soil and drainage conditions. Also, all sites were adjacent to Hydro and Bell lines. None of these sites was adjacent to local commuter transit. Only two sites would potentially have an adverse impact on adjacent property if developed as a fringe parking lot.

L Oshawa/Whitby/Ajax

All previously identified areas east of Toronto along the 401 corridor were combined into this area. This was done as a result of comments provided by local officials and the nature of urban development in the area.

The 18 lots surveyed were generally within 1/2 mile of the 401 and in close proximity to major interchanges. Thirteen of the sites are existing parking lots with all lots having a minimum potential capacity of 30 spaces. All sites had good exposure and access with surface characteristics ranging from poor soil to good asphalt. All sites were adjacent to Hydro and Bell lines. Many of the lots were adjacent to local or commuter transit with 2 lots in Oshawa being adjacent to both. Only 2 of the sites would have a detrimental impact on adjacent property if developed as a fringe parking lot site. Only 2 sites were identified as presently accommodating unofficial carpool parkers.

M Metro Toronto

Over 30 sites were identified as being potential carpool parking areas along the 401 corridor between Morningside and Dixon Road. Generally these sites were in close proximity to major interchanges. All but 3 of the sites are existing parking lots and all of the sites have the capability to accommodate approximately 20 carpool vehicles. With a few exceptions site exposure and access was good with surface conditions generally being good quality asphalt. All sites were adjacent to Hydro and Bell lines and local transit. A few locations were also serviced by commuter transit. With a few exceptions none of these sites would have a detrimental impact on adjacent property. Unofficial carpool parking was not detected at any of the locations surveyed.

6. SITE EVALUATION

Exhibit 6.1 provides a brief description of the criteria developed to evaluate the various sites. As is evident from this exhibit, the evaluation criteria deal with access to the lot, exposure, potential to expand, environmental/community impact, availability of local transit and commuter bus services, and the potential for a particular site to alleviate existing safety or operational problems. Parking lot size standards were adopted. Any existing lot of less than 20 available spaces and any new construction lot of less than 30 potential spaces was not considered in the evaluation.

The evaluation process involved evaluating each site against the other in each area. For a particular criterion the better site would be awarded a value of 1 and the other site zero. Once all criteria were considered, the better site was determined by the highest score. The process was continued until all sites had been compared to each other. The sites were then ranked according to the number of occasions a site was considered better. These rankings are contained in Appendix A.

Existing lots and new construction lots were evaluated and ranked separately for each area.

The next step involved identifying the potential demand for fringe parking facilities. This was done by deriving an index relating the number of identified unofficial carpool parkers to the estimated person demand. The index derived was approximately eight spaces per 1,000 person trips, based on the 30 unofficial parkers observed in Georgina Township and the estimated person trip demand of approximately 3,800.

EXHIBIT 6.1EVALUATION CRITERIA

- Proximity to existing unofficial carpool parking areas: The existence of carpool parking along roadsides or in church and restaurant parking lots is a strong indication of the need for an officially designated area. Therefore sites at or close to locations where unofficial carpool parking is occurring will be given first priority.
- Proximity and access to major commuter routes: Future increases in gasoline prices may result in carpooling in places where little or none occurs now. Thus sites within the priority areas identified which are not close to unofficial carpool parking areas but which meet a minimum standard for access (in time, distance) to and from major commuter routes will also be considered.
- Proximity to existing official carpool parking areas: Sites which would serve commuters already served by an official lot will not be considered further unless there is some likelihood that demand will exceed the capacity of the existing lot in the near future.
- Number of parking spaces available/potential for expansion: Each lot must be able to accommodate a minimum number of spaces. Sites which do not meet the standards will be rejected. Existing lots which do not pass the standards but which could be expanded to meet them will be considered to have satisfied this criterion.
- Environmental/community impact: Establishment of a parking lot on some sites might cause impacts on the natural environment (e.g. removal of trees, contaminated runoff into streams) or on nearby residential areas (e.g. increased traffic, visual blight). Each site will be categorized as to the degree of impact.
- Local transit: The availability of local transit service to a carpool site can make carpooling easier and more flexible for some people. Any sites with local transit service will be ranked higher than those without.
- Commuter transit: Commuter transit provides the opportunity for shared use of the parking lot for park-and-ride as well as park-and-pool. Thus lots with commuter service will be ranked higher.
- Access: Lots must allow for safe and convenient access.
- Exposure: The visibility of a site from major commuter routes is an important factor in encouraging its use as a parking area. All sites in the inventory have been classified as to the quality of their exposure.
- Alleviating safety/operational problems: Where a lot will alleviate a safety or operational problem it will receive a high ranking.

This factor of eight spaces per 1,000 person trips was then applied to previously estimated person trip demand summarized by major survey area. The resulting estimates are summarized by corridors in Exhibit 6.2. With the exception of Peterborough most projections seem to be reasonable. The reason for Peterborough being an exception probably lies in the fact that many of the work trips generated out of the area are destined to the auto plants in Oshawa. Because of the regular hours of these employees and the nature of their work they would be well suited to carpooling and thus may tend to exhibit a higher propensity to form carpools than would other employees within the study area. Thus, the base existing demand for Peterborough was derived from the actual number of unofficial carpools observed.

Exhibit 6.2 also summarizes the expected base requirements for 1981 and 1986. These projections were, in the first case, based on the assumption that a 50% increase in demand would occur in 1981 with the inception of a new fringe parking facility. This conforms to the MTC data which pointed toward a growth increase by approximately 42.5% in a five month period upon implementing a new fringe parking facility. The subsequent growth through to 1986 is based on an assumed growth in demand of 15% per year.

This table suggests that there are approximately 650 cars parking unofficially in the identified corridors. Furthermore, this table suggests that it will be necessary to provide between approximately 1,000 spaces in 1981 to approximately 2,000 spaces in 1986. (For comparative purposes, the MTC currently provides 580 spaces in the official lots and has proposed an additional 380 for completion in late 1980.) It should be pointed out, however, that in addition to meeting the total demand it is also necessary to satisfy the geographic distribution. For this reason, it will be important during

EXHIBIT 6.2ESTIMATE OF FRINGE PARKING DEMAND

	<u>CURRENT UNOFFICIAL PARKING (EST.)</u>	<u>1.5 1981 SPACES</u>	<u>3.0 1986 SPACES</u>
<u>WESTERN CORRIDORS</u>			
A Hamilton	60	90	180
B Guelph/Cambridge/Kitchener	40	30	60
C Halton Hills	30	50	90
D Orangeville	20	25	45
E Brampton	40	60	120
	<hr/>	<hr/>	<hr/>
	240	330	645
 <u>NORTHERN CORRIDORS</u>			
F Barrie	20	30	60
G Newmarket/Aurora	50	75	150
H Township of Georgina/E. Gwillimbury	50	75	150
I Stouffville/Markham	45	70	135
	<hr/>	<hr/>	<hr/>
	165	250	495
 <u>EASTERN CORRIDORS</u>			
J Peterborough	70*	105	210
K Port Perry	30	45	90
L Oshawa/Whitby/Ajax	105	160	315
	<hr/>	<hr/>	<hr/>
	205	310	615
	<hr/>	<hr/>	<hr/>

* Estimated from inventory of sites.

Note: Based on the assumption that lots are provided.

the implementation of these fringe parking facilities that the demand be monitored and user characteristics be derived so as to assess their impact on other lots in the area.

From the estimated demand for carpooling and the ranking of potential sites, 25 sites have been recommended for consideration. Exhibits 6.3 and 6.4 illustrate the lot locations. It is, however, important to point out that in the case of leased lots, these are tentative recommendations subject to successful negotiations with the property owners. The demand and supply characteristics at the recommended sites together with the available parking at existing official MTC lots are indicated in Exhibit 6.5.

Because the MTC Commuter Parking Lot Program has concentrated on freeway interchanges, the issue arises of how this program should be coordinated with the Fringe Parking Lot program. In this regard, it is recommended that where MTC Regional Staff identify the potential locations in or near freeway interchanges that would serve the same demand as a recommended fringe parking lot, Regional Staff should evaluate the sites so as to insure that the most appropriate site is implemented. In any such evaluation, it will be important to take account of the fact that many of the recommended fringe parking sites are existing lots that would be less costly to implement and would provide a means by which to assess actual demand prior to a major capital expenditure for a new lot.

Detailed descriptions of the recommended sites are contained in Appendix A.

EXHIBIT 6.4

RECOMMENDED FRINGE PARKING & MTC LOTS

RECOMMENDED FRINGE PARKING LOTS		EXISTING & PLANNED MTC LOTS 1980		
SITE NO.	LOCATION	SITE NO.	HWY.	LOCATION INTERCHANGE
1	O.E.W. & Hwy. 20	41		Hwy. 45
2	King St. & Hwy. 403	42		Hwy. 28
3	Hwy. 24 N. of Hwy. 401	43	401	Hwy. 10
4	Donair Rd. & Hwy. 401	44		Trafalgar Rd.
5	Hwy. 7 & Reg. Rd. 13	45		Hwy. 6
6	Hwy. 10 & Hwy. 24	46		Winston Churchill
7	Hwy. 10 in Orangeville	47		Ford Drive
8	Hwy. 7 W. of Heartlake Rd.	48	O.E.W.	Guelph Line
9	Derry Rd., E. of Airport Rd.	49		Hwy. 7
10	Essex Rd., E. of Hwy 400	50		King Side Rd.
11	Hwy. 9 & Hwy. 11	51		Hwy. 9
12	Reg. Rd. 8 & Hwy. 7	52	400	Hwy. 88
13	Reg. Rd. 8 & Reg. Rd. 32	53		Hwy. 89
(14)	Reg. Rd. 8 & Reg. Rd. 74	54		Innisfil Beach Rd.
15	Hwy. 48 & Reg. Rd. 32			
(16)	Hwy. 48 & Reg. Rd. 15			
(17)	Bentford Rd. & Guthrie Ave.			
(18)	Hwy. 7 & Harper Rd.			
(19)	Co. Rd. 10 & Hwy. 115			
(20)	Hwy. 35 & Hwy. 115			
(21)	Victoria Co. Rd. 2 & Co. Rd. 28			
(22)	Reg. Rd. 2 & Reg. Rd. 19			
(23)	Simcoe St., Oshawa			
24	Harwood Ave., Ajax			
(25)	Thickson Rd., Whitby			

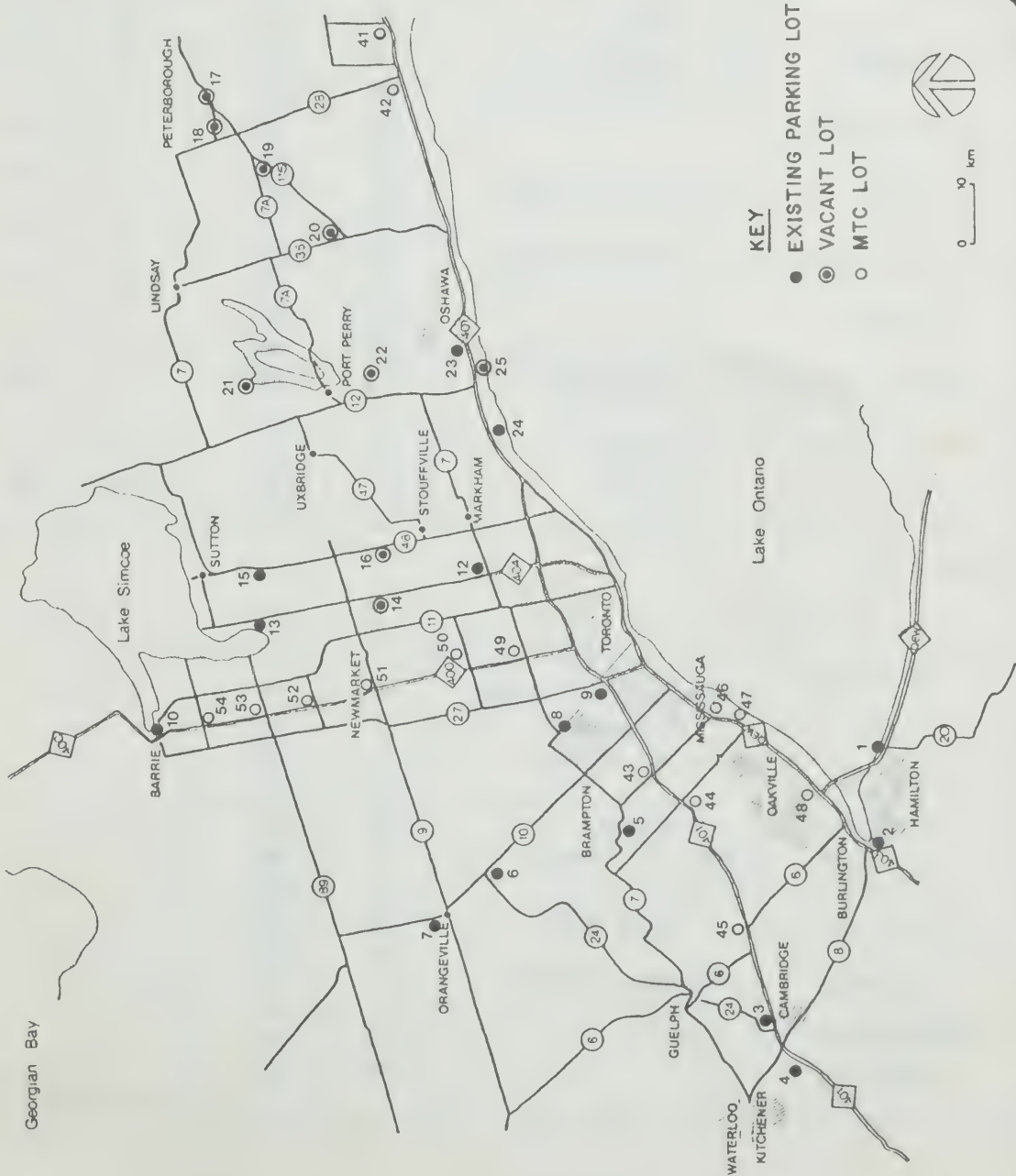


EXHIBIT 6.5
DEMAND & SUPPLY CHARACTERISTICS IN STUDY AREA

PARKING PROGRAM	AREA		SITE NO	AVAIL. SPACES	DEMAND	
					1981	1986
RECOMMENDED FRINGE PARKING LOTS (NOT ADJACENT TO FWY. INTERCHANGES) AUG. 1980	A	HAMILTON	1 2	100+ 70	90	180
	B	CAMBRIDGE GUELPH	3 4	100+ 20	30	60
	C	HALTON HILLS	5	100+	45	90
	D	ORANGEVILLE	6 7	34 100+	25	45
	E	BRAMPTON	8 9	100+ 150	60	120
	F	BARRIE	10	200+	30	60
	G	NEWMARKET	11	100+	75	150
	H	REGIONAL RD. 8	12 13 14*	100+ 12 50+	70	135
	I	HIGHWAY 48	15 16*	25 40	75	150
	J	PETERBOROUGH	17* 18* 19* 20*	100+ 50+ 50 50+	105	210
	K	PORT PERRY	21* 22*	50+ 50+	45	90
	L	OSHAWA- WHITBY AJAX	23 24 25*	30 100+ 100+	160	315

*VACANT LOTS

EXISTING MTC OFFICAL PARKING LOTS (ALL ADJACENT TO FWY. INTERCHANGES) OCT. 1980	HWY 401	41	100
	OSHAWA-PORT HOPE	42	56
	HWY 401	43	50
	HWY 27 – HWY 6	44	60
		45	51
	Q.E.W.	46	46
	HWY 27 – HWY 6	47	49
		48	250
	HWY 400	49	100
		50	50
	HWY 401 – BARRIE	51	114
		52	54
		53	37
		54	49

Approximately 150 sites were surveyed of which approximately 100 are existing parking lots. Generally, the sites are adjacent to major commuter routes and for the most part have good access and exposure. The majority of lots have the capability to accommodate a minimum of 20 carpool vehicles and generally are adjacent to Hydro and Bell services. A large number of lots have both local and commuter transit and few would have an adverse impact on adjacent property if developed as a fringe parking lot.

7. CONCLUSIONS AND RECOMMENDATIONS

In undertaking this study a number of various issues were examined. In light of this, certain general conclusions can be drawn with regard to the development of the fringe parking program. However, these recommendations do not take full account of all ride-sharing programs currently planned or under way within MTC. It will be important to consider these ride-sharing projects presently operating or proposed and to examine the potential for a comprehensive, coordinated program.

Use of Existing Lots Vs.

Constructing New Lots for Fringe Parking

To date, the MTC has constructed fringe parking facilities. This generally conforms to the practice in the U.S., however U.S. agencies as a rule receive significant federal financial assistance, usually between 75-90%. As previously pointed out, the capital cost per space of a new parking lot can range from between \$1,000 and \$2,000, which at a 10% discount rate translates to between \$150 and \$300 per year. If it is assumed that maintenance costs are approximately \$20 per space per year, the total cost per space would then amount to from between \$170 and \$320 per year. This compares with leasing costs which, in the U.S., did not exceed \$3.00 per month per space or \$36.00 per year including maintenance.

Clearly, the leasing option is financially more attractive than the construction of new facilities. Also, leasing facilities allows for the implementation of fringe parking lots in a much shorter time frame; leased lots may take up to four months to implement whereas construction of new lots may take as long as 18 months. In some cases it is conceivable that existing lots could be used without any direct payment for the spaces designated by carpoolers.

For example, lot owners may make the spaces available free of charge in lieu of MTC being responsible for maintenance.

The exception to leasing lots would reasonably occur where, because of the importance of location, these arrangements cannot be made but land is available for construction. Furthermore, consideration should be given to constructing parking facilities whenever any major construction occurs at freeway interchanges or at major intersections. Even if a lot is not needed immediately, initial grading could be done at the time equipment is in the area. This could significantly reduce the capital cost of the parking lot.

Examples of agreements for using existing lots for carpooling are contained in Appendix B.

Consolidation of Sites

As part of conducting the inventory, various limitations were identified where unofficial parking is now taking place. In some instances, such as between Peterborough and Oshawa, many of these sites are relatively close to one another i.e. two to five miles. In light of this, and the cost of constructing and/or leasing new lots, it would seem appropriate at the outset to test the concept of consolidating usage at two or three unofficial lots into one centralized facility. So as to minimize cost, such a test would most appropriately make use of either a leased lot, or a minimum standard construction lot (gravel surface). Before undertaking such a test it would be important to determine more explicitly the travel demand patterns of the existing unofficial users as well as their willingness to relocate. This would therefore require a users' survey in advance of determining site location and size.

Marketing and Promotion

In reviewing the U.S. experience it was evident that, especially in the larger programs operated by Connecticut and California, fringe parking programs were designed and operated as part of a comprehensive area-wide ride-sharing service. Often, this service involved the provision of matching services, employer vanpooling assistance, general commuter transit information, etc. One of the major reasons for this joint approach in promoting and marketing was that of the potential for a synergistic effect in that people interested in carpooling would most reasonably follow through in forming a carpool if all information on carpooling, vanpooling etc. were available from a central source. Such information might include a general handout of a "how-to" nature which would deal with insurance, potential benefits such as fuel savings, etc. This brochure as well as a map illustrating the various fringe parking locations and services, i.e. Exhibit 7.1, could be provided to interested carpoolers. California presently provides this service and markets it through a number of well distributed roadside signs which have the appropriate telephone number for people to call who are interested in forming a carpool. The advantage of this approach is that it provides for a centralized contact for all related ride sharing services and makes the most use of the available marketing tools. In this regard, consideration should be given to coordinating the marketing of fringe parking lots with other ride-sharing programs operated by the MTC. Moreover, such marketing would be of interest to various commercial establishments that might be willing to lease their lots. This, in effect, would provide them with a means of free publicity and thus make the idea of leasing unused parking spaces more attractive.

Monitoring Program

As has been pointed out, there is only a limited amount of data available on the characteristics of fringe parking lot users. This is no less

EXHIBIT 7.1: EXAMPLE OF A PROMOTIONAL MAP



CARPOOL PARKING LOTS

1. Confederation Park: QEW at Hwy 20	T	
2. Catholic Church: King St. at Hwy 403	T, L, B	
3. Picnic Area: Doon Blair Rd. at Hwy 401	-	W D
4. Cambridge Shoppers Mall: Hwy 24 north of Hwy 401	T, B L, C S	W D
5. Cambridge Village: Hwy 7 at Regional Road 13	T, L L, C S	W D
6. Michael's Tavern: Hwy 10 at Hwy 24	T, C	P
7. Orangeville Raceway: Hwy 10 at north end of Orangeville	T	W D
8. Bram Rose Square - Hwy 7 just west of Heart Lake Road	T, B L, C S	W D
9. Halton GO Station - Derry Rd. just east of Airport Rd.	T, B L, C G	W D
10. Barrie Raceway: Essa Rd. just east of Hwy 400	T, C L, B	W D

Services

T - Telephone
L - Local Transit
S - Shopping
B - Bus Shelter

Restrictions

W - Weekdays Only
D - To Be Used Between
6:00 a.m. - 6:00 p.m.

the case in the U.S. where extensive fringe parking lot construction programs have been initiated. However, in light of this lack of information and the cost of constructing new parking lot facilities, it will be important to develop an ongoing data collection program to ensure that new facilities are appropriately sized and located. Typical components of a monitoring program would include:

- annual inventories by MTC district staff of unofficial parking throughout their areas. These surveys, which would include information on demand, should be regularly submitted and reviewed by a central office wherein trends, as they relate to growth and demand, can be analyzed;
- occupancy counts at official MTC lots conducted seasonally, for one week at a time, to determine seasonal and weekly variations in demand;
- user surveys at MTC lots as well as locations in close proximity to proposed MTC fringe parking lots to determine the impact of official lots, as well as any changes in user characteristics which relate to work trip travel differences, auto occupancy rates, trip purpose characteristics etc.

Joint Use

As has been pointed out, there is a good potential for joint use of fringe parking facilities both as carpool lots and park-and-ride lots, the latter associated with commuter buses. Clearly, a parking lot which is serviced by a commuter bus is attractive to carpoolers in that it provides an alternate means of access in the event of a missed ride. Also, from an operating standpoint, there is the potential to share in the costs of providing a fringe parking lot. For this reason, emphasis should be placed on those lots that provide for joint use. Moreover, it would be worthwhile in the initial stages of implementing fringe parking lots to examine the impact of joint use of facilities. This would most appropriately be examined through both occupancy counts and user surveys.

In light of the above discussion it would seem appropriate that special consideration be given to coordinating the various ride sharing and commuter bus services presently operated by provincial and local government agencies. Typically these agencies include the Toronto Area GO Transit, MTC departments such as the Transit Office and Transit Systems R&D office as well as, where appropriate, local government agencies. Coordinating these various programs would help to ensure the highest level of success of fringe parking.

RECOMMENDATIONS

In light of the review of fringe parking in the U.S. and Ontario, the physical inventory of fringe parking sites and the assessment of various fringe parking issues, it is recommended that:

1. The recommended fringe parking lots illustrated in Exhibit 6.3 and described in Appendix A be used as an initial basis for negotiating with owners of existing parking lots and designing a new facilities program.
2. Where appropriate, preference be given to using existing lots through agreements with lot owners and not constructing new facilities. This approach would minimize the initial cost and risk of a fringe parking program.
3. The identification, promotion and operation of fringe parking lots be coordinated with the various ride-sharing programs presently operated by the Province and GO Transit.
4. Fringe parking facilities should be marketed and promoted as part of a comprehensive ride-sharing program. Specific consideration should be given to establishing an information/services centre where the general public and interested agencies could acquire information and assistance on all ride-sharing programs and/or public transportation.
5. Specific consideration be given to implementing joint use carpool and park-and-ride lots especially along commuter bus routes.

6. A regular monitoring program should be instituted to monitor and assess demand and user characteristics of both official and unofficial fringe parking facilities.
7. As fringe parking lots are implemented, especially in the Peterborough area, it will be important to assess the willingness of existing unofficial parkers to relocate from small poorly maintained lots to larger consolidated facilities. If centralized facilities result in a consolidation of demand, subsequent costs of the fringe parking program may be reduced.
8. Fringe parking facilities be considered as part of any construction program so that, as a minimum, appropriate grading can be done at minimal cost.

APPENDIX A

SUMMARY OF SITE INVENTORIES
AND RECOMMENDED SITES

AREA A
HAMILTON



EVALUATION TABLE

HAMILTON

Location No	SITE	LOCATION	EXISTING LOT ON SITE	UNOFFICIAL CARPOOL PARKING	TOTAL SITES	AVAILABLE SPACES	POSSIBLE EXPANSION	EXPOSURE	ACCESS	SURFACE ASPHALT GRAVEL	SCUL	DRAINAGE	ADJACENT HYDRO	ADJACENT BELL	ADJACENT TRANSIT LOCAL	ADJACENT PROPERTY	REMARKS
1.	Catholic Church	King St at Hwy 403	Yes	No	80	70	No	Fair	Fair	Good		Good	Yes	Yes	Yes	No	
2.	Park	King St at Hwy 403	No	No	50+ possible			Fair	Fair		Good	Good	Yes	Yes	Yes	No	
3.	Parkway Plaza	Hwy 20 at Barton St	Yes	No	100's	100+	No	Good	Good	Good		Good	Yes	Yes	No	No	
4.	Vacant lot	Hwy 20 at Barton St (Beside Albin Inn)	No	No	50 possible			Good	Good		Poor	Fair	Yes	Yes	No	No	
5.	Grand Junction Chrysler (out of business)	Hwy 20 at Barton St	Yes	No	30-40	30-40	No	Good	Good	Good		Good	Yes	Yes	No	No	
6.	Cooperation Park	Hwy 20 at North Service Rd	Yes	No	100's	100's	No	Fair	Good	Good		Good	Yes	Yes	No	No	
7.	Vacant land	Fruitland Rd and South Service Rd	No	No	100+ possible			Good	Good		Good	Fair	Yes	Yes	No	No	
8.	Vacant land	Fruitland Rd and North Service Rd	No	No	100+ possible			Good	Good		Good	Good	Yes	Yes	No	No	Land up for auction by MTC

GEOGRAPHIC AREA:

HAMILTON

ESTIMATED DEMAND FOR CARPOOL PARKING SITES: 1981 - 90
 1986 - 180

POTENTIAL SITES (IN ORDER OF PREFERENCE)

<u>Lot Location No.</u>	<u>Existing Parking Lots</u>	<u>Available Spaces</u>	<u>Potential Spaces</u>
6.	Confederation Park	100's	100's
1.	Catholic Church	70	70
3.	Parkway Plaza	100+	100+
5.	Grand Junction Chrysler	30-40	30-40

<u>Lot Location No.</u>	<u>New Construction Sites</u>	<u>Potential Spaces</u>
2.	Park-King St. at Highway 403	50+
7.	Fruitland Rd. at S. Service Rd.	100+
8.	Fruitland Rd. at N. Service Rd.	100+
4.	Vacant Lot - Barton St. at Highway 20	50

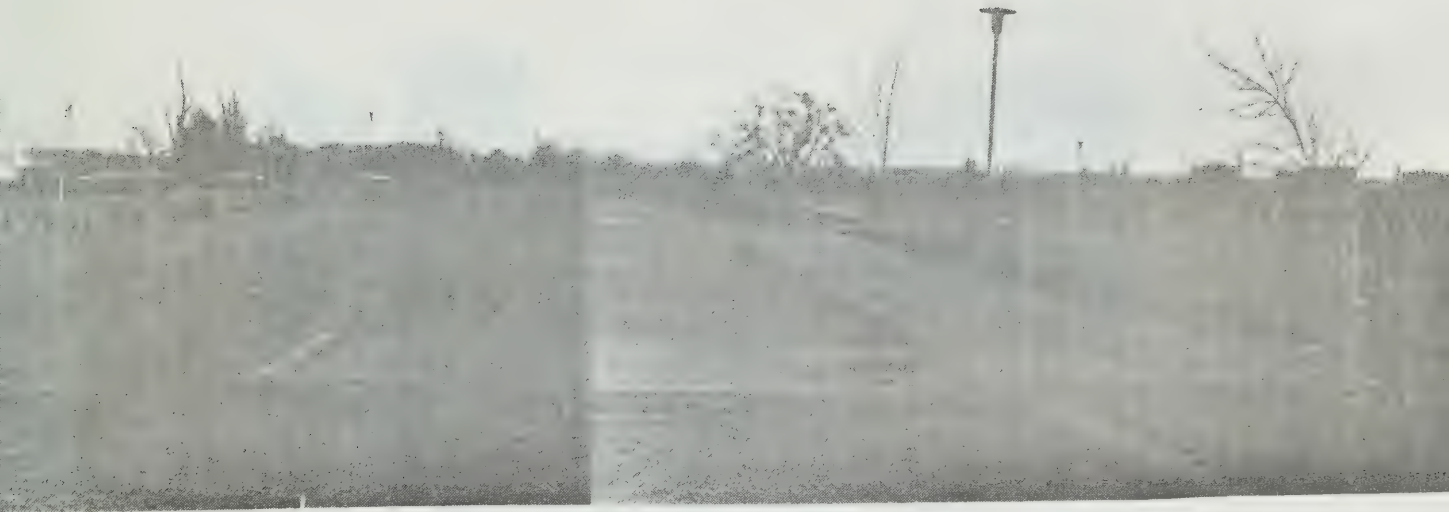
RECOMMENDED SITES

- 6. Confederation Park (Recommended Site No. 1)
- 1. Catholic Church - King Street at Highway 403
(Recommended Site No. 2)

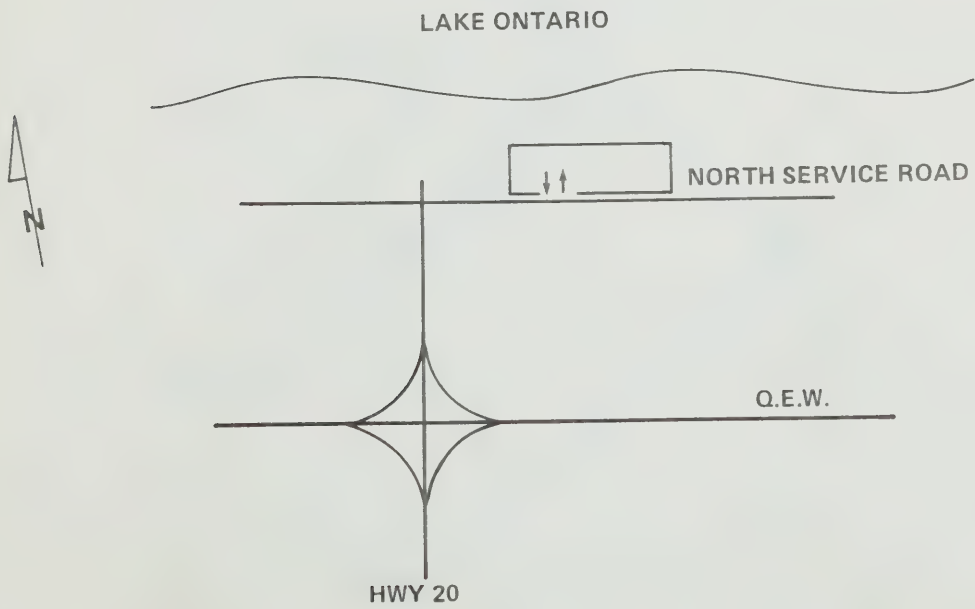
These two sites would serve two different commuter routes - the Catholic Church would serve Highway 403 and Confederation Park the QEW. Both sites are existing lots which might be leased. The Catholic Church lot is paved and the Confederation Park lot gravel.

HAMILTON

Recommended Site No. 1



Confederation Park - Q.E.W at Highway 20

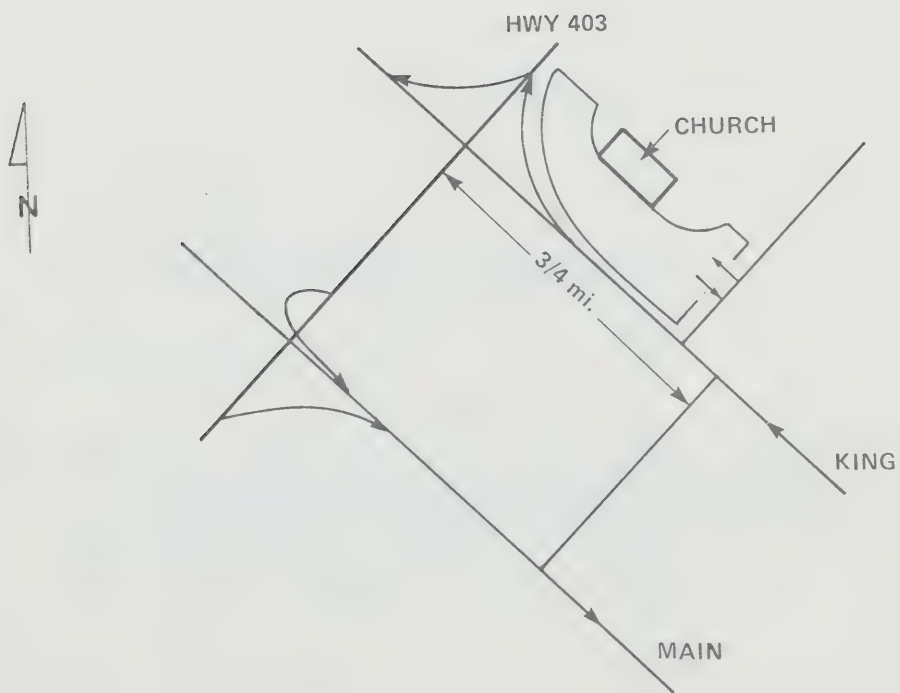


HAMILTON

Recommended Site No. 2



Catholic Church - King Street at Highway 403



AREA B
GUELPH/CAMBRIDGE



GUELPH/CAMBRIDGE

Lot Location No.	Site	Location	EXISTING LOT ON SITE	UNOFFICIAL CAMPGROUND PARKING	TOTAL SPACES	AVAILABLE SPACES	POSSIBLE EXPOSITION	EXPOSURE	ACCESS	SURFACE TYPE ASPHALT GRAVEL	SOIL	DRAINAGE	ADJACENT HIGHWAY	ADJACENT ULLC	ADJACENT LOCAL COUNCIL	IMPACT ON ADJACENT PROPERTY	REMARKS
Cambridge																	
1.	Pine Village	Preston Parkway, west of Hwy 8, south of Hwy 401	Yes	No	10-15	10-15	Yes (to 30+)	Good	Good	Fair	Fair	Good	Yes	Yes	Yes	No	Yes - Houses across street
2.	Vacant PTC land	Northeast corner at Hwy 401 and Hwy 8 Interchange	No	No (formerly used now barricaded)	15-20			Good	Poor		Fair	Fair	Yes	Yes	No	No	
3.	Donna-Lair	Donna-Lair Rd at Hwy 401	Yes	Yes (5 cars)	20-25	15-20	Yes (to 30+)	Good	Good	Poor	Poor	Poor-Fair	1 mile	1 mile	No	No	
4.	Highway 24 South - vacant land	Hwy 24 south of 401	No	No	30+ possible			Good	Good		Good	Good	Yes	Yes	Yes	No	
5.	Cambridge Shoppers' Mall	Hwy 24 north of Hwy 401	Yes	Yes	100's	100+	No	Good	Good	Good		Good	Yes	Yes	Yes	No	
Guelph																	
6.	Stone Road Mall	Stone Rd just east of Hwy 8	Yes	No	100's	50-50	No	Good	Good	Good		Good	Yes	Yes	Yes	No	
7.	Duff's Presbyterian Church	Hwy 46 north of Hwy 401	Yes	Yes (4 cars)	30	23	Yes (to 40+)	Good	Good	Good		Good	Yes	Yes	No	No	
8.	McNash Brewery	Guelph Line north of Hwy 401	Yes	No	100's	100's	No	Good	Good	Good		Good	Yes	Yes	No	No	

GEOGRAPHIC AREA:

GUELPH/CAMBRIDGE

ESTIMATED DEMAND FOR CARPOOL PARKING SITES: 1981 - 30
 1986 - 60

POTENTIAL SITES (IN ORDER OF PREFERENCE)

<u>Lot Location No.</u>	<u>Existing Parking Lots</u>	<u>Available Spaces</u>	<u>Potential Spaces</u>
5.	Cambridge Shoppers' Mall	100+	100+
3.	Picnic Area Doon-Blair Rd at Hwy 401 (Cambridge)	15-20	30+
1.	Peel Village (Cambridge)	10-15	30+
7.	Duff's Presbyterian Church (Guelph)	25	40+
8.	Mohawk Raceway (Guelph)	100's	100's
6.	Stone Road Mall (Guelph)	50-60	50-60

<u>Lot Location No.</u>	<u>New Construction Sites</u>	<u>Potential Spaces</u>
4.	Vacant land - Hwy 24 south of Hwy 401	30+
2.	Vacant MTC land - Hwy 8 north of Hwy 401	15-20

RECOMMENDED SITES

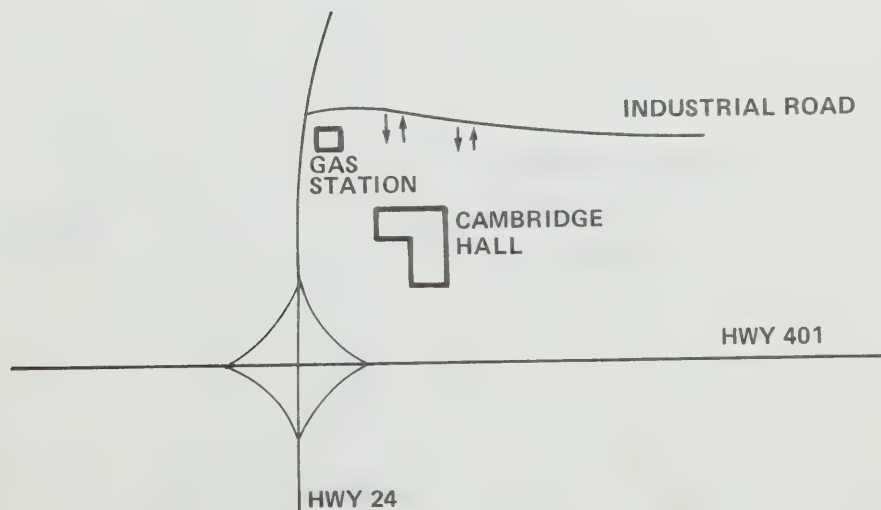
5. Cambridge Shoppers' Mall (Recommended Site No. 3)
3. Picnic Area Doon-Blair Road at Hwy 401
(Recommended Site No. 4)

Duff's Church is ideally suited for a fringe parking lot. However, the MTC is planning to construct a carpool parking lot on MTC land south of Hwy 401 adjacent to Hwy 6. This lot would effectively serve any carpoolers who might otherwise use the lot at Duff's Presbyterian Church.

GUELPH/CAMBRIDGE
Recommended Site No. 3



Cambridge Shoppers Mall - Highway 24 north of
Highway 401

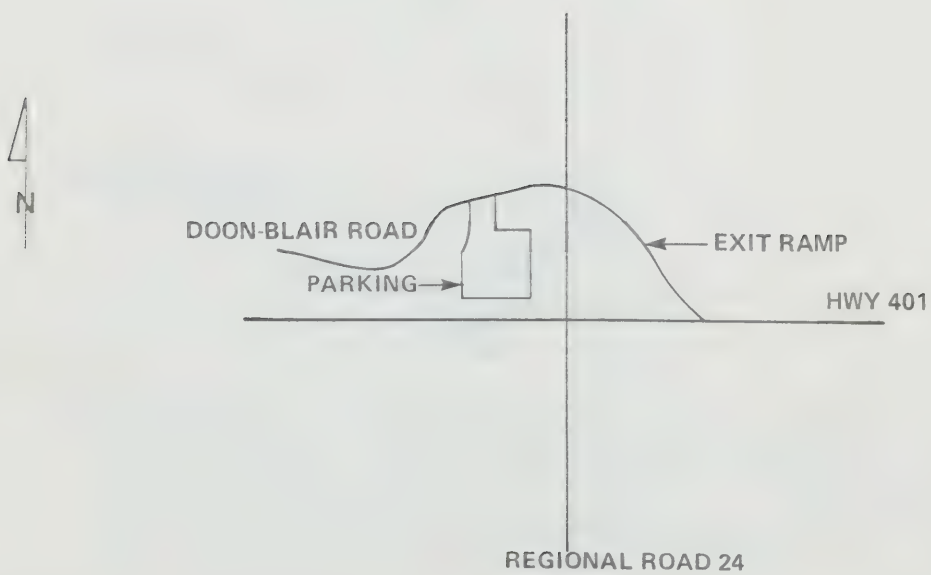


GUELPH/CAMBRIDGE

Recommended Site No. 4



Picnic Area - Doon Blair Road at Highway 401



AREA C
HALTON HILLS



HALTON HILLS

Appendix A

L

HALTON HILLS

Lot Location No.	SITE	LOCATION	EXISTING LOT ON SITE	UNOFFICIAL CARPOOL PARKING	TOTAL SPACES	AVAILABLE SPACES	PARKING EXPANSION	EXPOSURE	ACCESS	SURFACE TYPE		DRAINAGE	ADJACENT HYDRO	ADJACENT BELL	ADJACENT LOCAL	ADJACENT TRAIL/ST	IMPACT ON ADJACENT PROPERTY	REMARKS
										ASPHALT	GRAVEL							
Halton Hills																		
1.	Silvercreek - old Hwy 7 alignment	Hwy 7 at Regional Road 3	No	Yes (4 cars)	20+			Poor	Fair		Fair	Good	Yes	Yes	No	Yes	Yes	
2.	St. Andrew's Church	Regional Road 13 south of Hwy 7 at Sinclair St.	Yes	No	30-40	30-40	Yes	Fair	Good		Fair	Fair	Yes	Yes	No	at Hwy 7	Yes	
3.	Georgetown Market (shopping mall)	Hwy 7 at Regional Road 13	Yes	No (some 50 cars)	100's	100's	No	Good	Good	Good		Good	Yes	Yes	No	Yes	No	
4.	Hollycorn Tavern	Hwy 7 at Regional Road 19	Yes	No	50+	50+	No	Good	Good		Fair	Fair	Yes	Yes	No	Yes	No	
5.	Georgetown GO Station		Yes	No	100+	20+	No	Poor	Fair	Good		Good	Yes	Yes	No	Yes	No	

GEOGRAPHIC AREA: HALTON HILLS (GEORGETOWN AND ACTON)

ESTIMATED DEMAND FOR CARPOOL PARKING SITES: 1981 - 45
1986 - 90

POTENTIAL SITES (IN ORDER OF PREFERENCE)

<u>Lot Location No.</u>	<u>Existing Parking Lots</u>	<u>Available Spaces</u>	<u>Potential Spaces</u>
3.	Georgetown Market	100's	100's
4.	Hollywood Tavern	50+	50+
2.	St. Andrew's Church	30-40	30-40
5.	Georgetown GO	20+	20+

<u>Lot Location No.</u>	<u>New Construction Sites</u>	<u>Potential Spaces</u>
1.	Silvercreek - old Hwy 7 alignment	20+

RECOMMENDED SITES

3. Georgetown Market (Recommended Site No. 5)

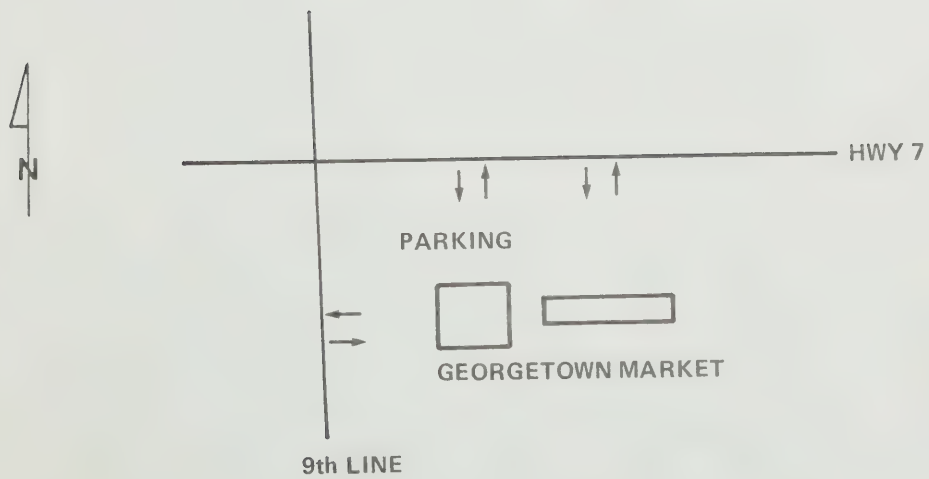
This site is a large, paved shopping centre parking lot located at the intersection of two major commuter routes in Georgetown - Hwy 7 and Regional Road 13.

HALTON HILLS

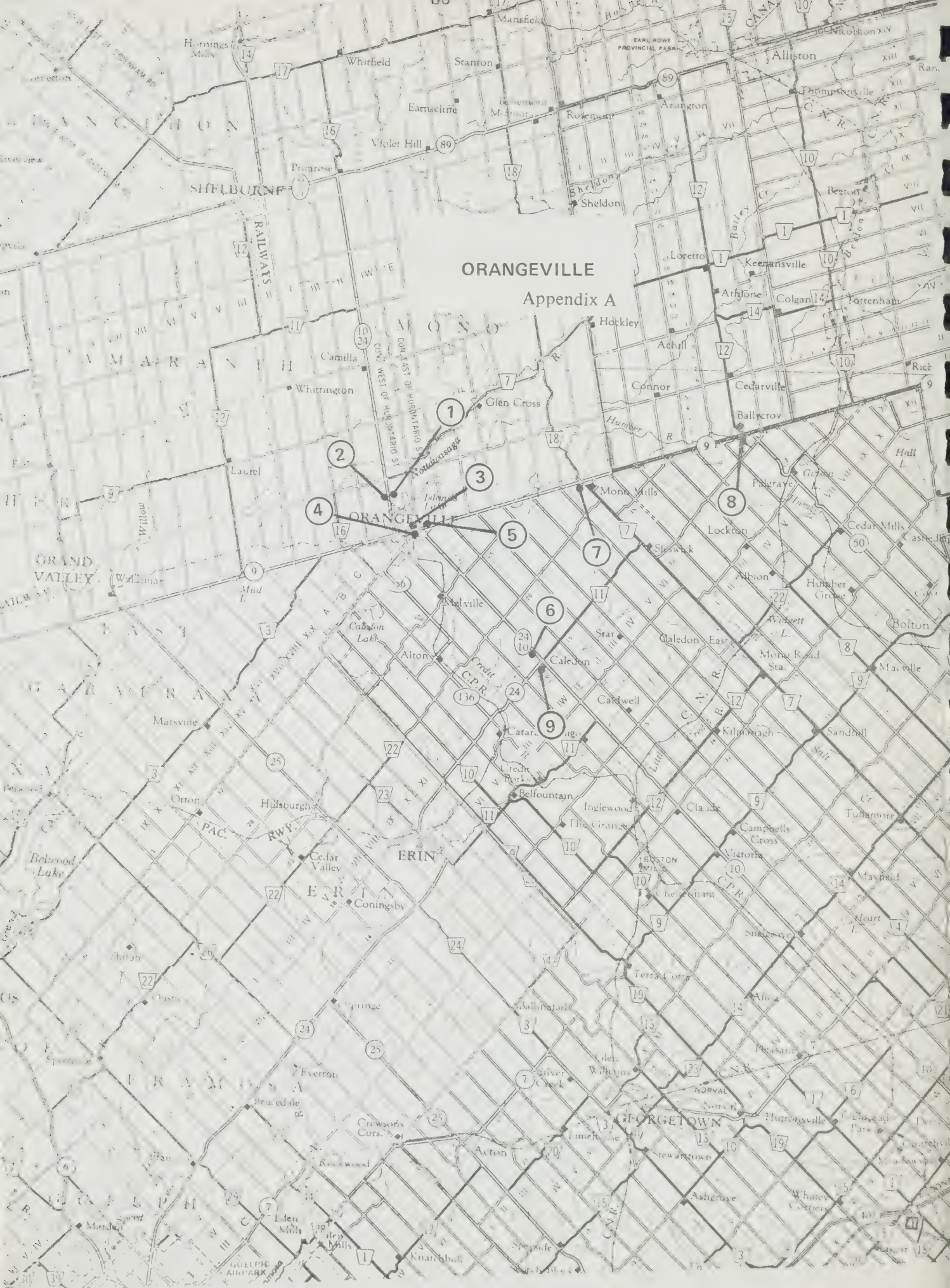
Recommended Site No. 5



Georgetown Market



AREA D
ORANGEVILLE



ORANGEVILLE

Lot
Location No

Orangeville														
1.	Orangeville Bypass	Hwy 10 Orangeville	Yes	No	100's	No	Fair	Good	Good	Good	Good	Yes	No	No
2.	Orangeville Mall	Hwy 10 Orangeville	Yes	No	150+	No	Good	Good	Good	Good	Good	Yes	No	No
3.	Al's Restaurant	Hwy 9 Orangeville	Yes	No	30	No	Fair	Good	Good	Good	Poor	Yes	No	No
4.	Canadian Tire Store	Hwy 9 Orangeville	Yes	No	100	60-70	Fair	Good	Good	Good	Good	Yes	No	No
5.	Vacant land - Bypass Intersection	Hwy 9 at Hwy 10 and 24 Bypass	Yes	Yes (6 cars)	6-8	No	Good	Good	Good	Good	Poor	Yes	No	No
6.	Vacant Shell Station	Hwy 10 north of Hwy 24 Junction	Yes	No	20	No	Good	Good	Fair	Fair	Good	Yes	No	No
7.	Vacant lot	Southwest corner Hwy 9 at Airport Rd	No	Yes (4 cars)	6 (on shoulder)	Yes (to 30+)	Good	Good	Good	Good	Good	Yes	No	No
8.	Vacant lot	Hwy 9 west of Hwy 50	Yes	No	50+	Yes	Good	Good	Good	Good	Fair	Yes	No	No
9.	Michael's Tavern	Hwy 10 at Hwy 24 Junction	Yes (6 cars)	Yes	40	No	Good	Good	Good	Good	Fair	Yes	No	No

GEOGRAPHIC AREA:

ORANGEVILLE

ESTIMATED DEMAND FOR CARPOOL PARKING SITES: 1981 - 25
 1986 - 45

POTENTIAL SITES (IN ORDER OF PREFERENCE)

<u>Lot Location No.</u>	<u>Existing Parking Lots</u>	<u>Available Spaces</u>	<u>Potential Spaces</u>
9.	Michael's Tavern	34	34
6.	Vacant Shell Station	20	20
1.	Orangeville Raceway	100's	100's
2.	Orangeville Mall	50+	50+
4.	Canadian Tire Store	60-70	60-70
3.	Al's Restaurant	20	20

<u>Lot Location No.</u>	<u>New Construction Sites</u>	<u>Potential Spaces</u>
7.	Vacant lot - SW corner Highway 9 at Airport Road	30+
8.	Vacant lot - Highway 9 west of Highway 50	50+

RECOMMENDED SITES

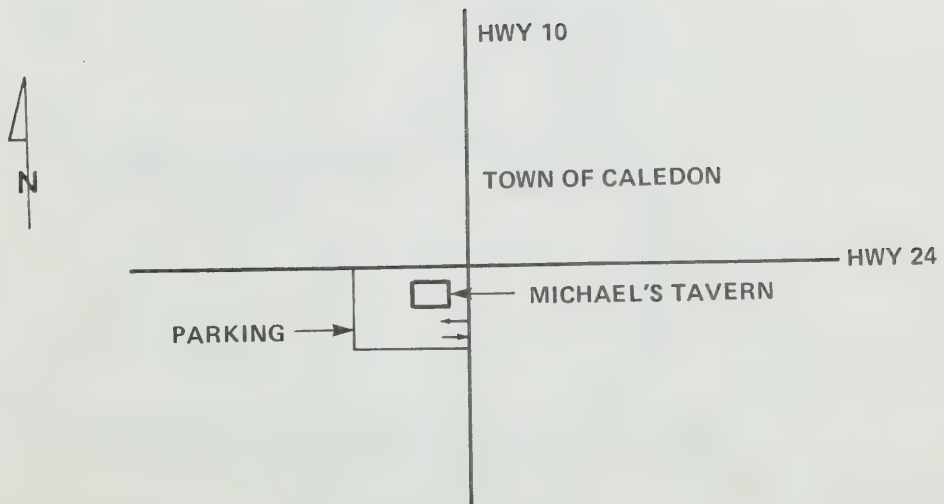
9. Michael's Tavern (Recommended Site No. 6)
1. Orangeville Raceway (Recommended Site No. 7)

Orangeville Mall and Orangeville Raceway are located opposite one another just off the Highway 10 by-pass at the north end of the Town of Orangeville. The mall is more visible than the raceway from the by-pass, but offers fewer parking spaces and has greater potential for conflict between carpool parkers and other users of the lot. Commuters travelling east on Highway 9 from Highway 10 or south on Highway 10 would find either lot well located. Michael's Tavern is about 6 miles south of Orangeville at the intersection of Highways 10 and 24. It has a good gravel lot which is currently used by about half a dozen carpools.

ORANGEVILLE
Recommended Site No. 6



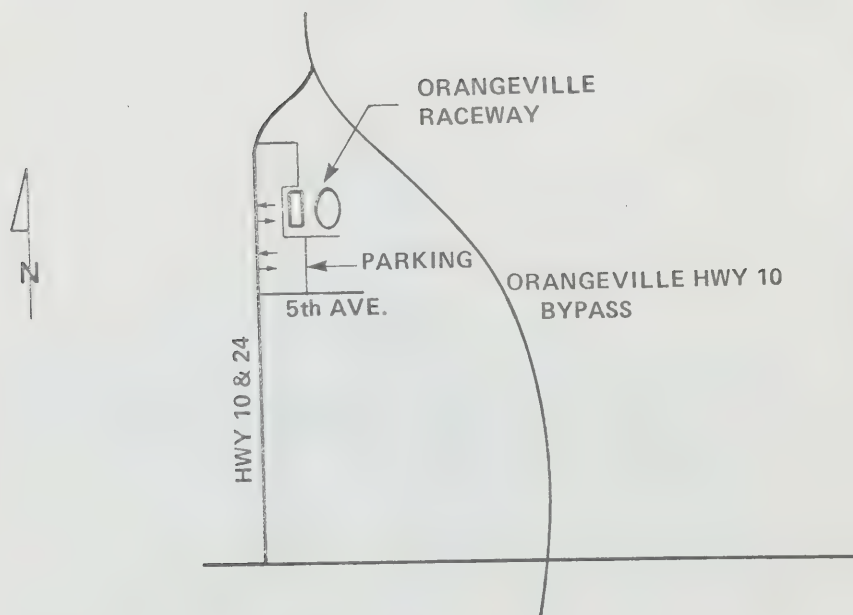
Michaels Tavern



ORANGEVILLE
Recommended Site No. 7



Orangeville Raceway - Highway 10 at north end of Orangeville



AREA E
BRAMPTON



BRAMPTON

Location	Lot No	Site	Location	Existing Lot on Site	Underofficial Carpool Parking	Total Spaces	Available Spaces	Possible Expansion	Exposure	Access	Surficial		Soil	Drainage	Bell	Local Computer	Adjacent Property		
											Asphalt	Gravel							
Brampton																			
1.		Vacant Land (3 sites)	Hwy 10 at Hwy 7 (north Junction)	No	No	30-50+			Good	Good	Good	Good	Fair-Good	Yes	Yes	No	Yes	No	Site at northeast corner of Hwy 7 & Hwy 10 has several large trees.
2.		Peri Village Golf Club	Steeles Avenue at Hwy 10	Yes	No	20	20	No	Good	Good		Fair	Good	Yes	Yes	Yes	Yes	No	
3.		Vacant land	Steeles Avenue at Hwy 10	Yes	No	50	50	Yes	Good	Good		Fair	Good	Yes	Yes	Yes	Yes	No	
4.		Shopper's World Mall	Steeles Avenue at Hwy 10	Yes	No	100's	100's	No	Good	Good	Good		Good	Yes	Yes	Yes	Yes	No	
5.		Bram Rose Square (shopping mall)	Hwy 7 at Heart Lake Rd	Yes	No	100's	100's	No	Good	Good	Good		Good	Yes	Yes	Yes	Yes	No	
6.		Bramalea GO Station	Steeles Avenue West of Bramalea Rd	Yes	No	400+	150	No	Good	Good	Good		Good	Yes	Yes	Yes	Yes	No	
7		International Centre	Airport Rd at Derry Rd	Yes	No	100's	100's	No	Good	Good	Good		Good	Yes	Yes	Yes	Yes	No	
8.		Malton GO Station	Derry Rd east of Airport Rd	Yes	No	300	150	Yes	Good	Good	Good		Good	Yes	Yes	Yes	Yes	No	

GEOGRAPHIC AREA:

BRAMPTON

ESTIMATED DEMAND FOR CARPOOL PARKING SITES: 1981 - 60
 1986 - 120

POTENTIAL SITES (RANKED IN ORDER)

<u>Lot Location No.</u>	<u>Existing Parking Lots</u>	<u>Available Spaces</u>	<u>Potential Spaces</u>
5.	Bram Rose Square	100's	100's
6.	Bramalea GO Station	150	150
7.	International Centre	100's	100's
8.	Malton GO Station	150	200+
4.	Shoppers' World Mall	100's	100's
3.	Vacant parking lot - Steeles at Hwy 10	50	75+
2.	Peel Village Golf	20	20

<u>Lot Location No.</u>	<u>New Construction Sites</u>	<u>Potential Spaces</u>
1.	Vacant land - 3 sites at north junction Hwys 7 and 10	each site contains 30+ spaces

RECOMMENDED SITES

- 5. Bram Rose Square (Recommended Site No. 8)
- 8. Malton GO Station (Recommended site No. 9)

Bram Rose Square is a new shopping mall with a large parking lot. It is located at the intersection of Hwy 7 and Heart Lake Road (which is the access route to Hwy 410).

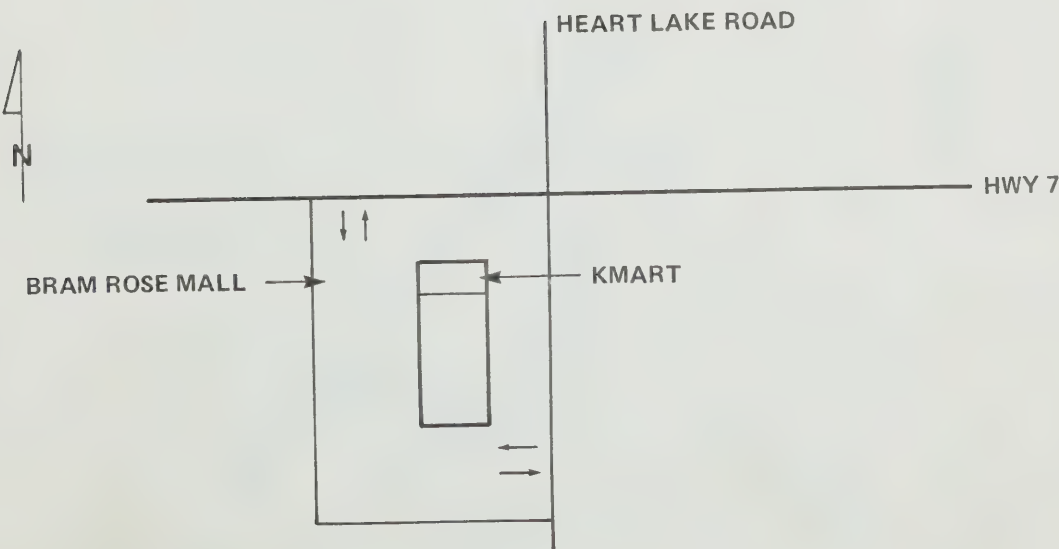
The Malton GO Station is on Derry Road just east of Airport Road. There are about 150 empty spaces in the parking lot, with adjacent land providing the potential for expansion.

BRAMPTON

Recommended Site No. 8



Bram Rose Square - Highway 7 just west of Heart Lake Road

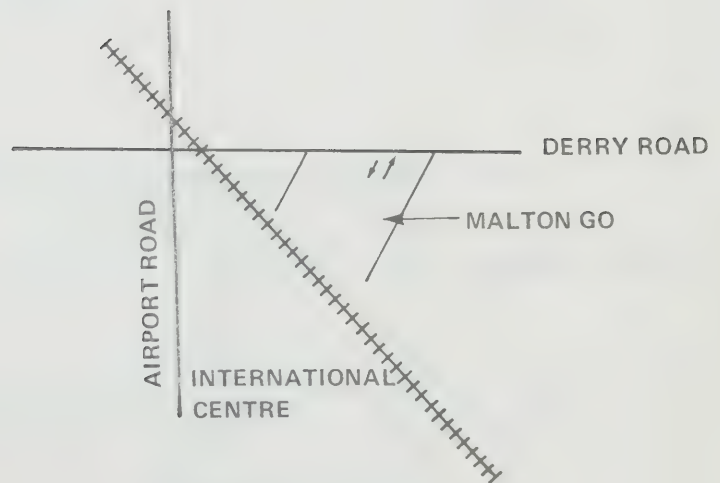


BRAMPTON

Recommended Site No. 9



Malton GO Station - Derry Road just east of Airport Road



AREA F

BARRIE



BARRIE

Appendix A

SIMCOE

C. F. B. BORDEN

WILSON

BARRIE

Location No.	Site	Location	EXISTING LOT ON SITE	UNOFFICIAL CARPOOL PARKING	TOTAL SPACES	AVAILABLE SPACES	POSSIBLE EXPANSION	EXPOSURE	ACCESS	SURFACE TYPE ASPHALT GRATEL SOIL	DRAINAGE	ADJACENT WOOD	ADJACENT BELL	ADJACENT LOCAL COMPUTER	IMPACT ON ADJACENT PROPERTY	REMARKS
Barrie																
1.	Barrie Raceway	Essex Rd at Hwy 400	Yes	Possibly	200+	200+	No	Good	Good	Good	Good	Yes	Yes	No	No	
2.	Shoulder Area Essex Rd	Essex Rd at Fairview Rd	No	Yes (3 cars)	8-10	5-7	No	Good	Good		Good	Yes	Yes	No	No	
3.	Continental Inn	Hwy 90 at Hwy 400	Yes	Possibly	150+	100	No	Good	Good	Good	Good	Yes	Yes	No	No	
4.	Bayfield Mall	Hwy 27 (Bayfield St) west of Hwy 400	Yes	No	100's	200+	No	Good	Good	Good	Good	Yes	Yes	Yes	No	
5.	Vacant land	Hwy 27 (Bayfield St) at Hwy 400 interchange	No	No	50+			Good	Fair-Good		Good	Yes	Yes	Yes	No	
6.	Genivian College	Duckworth St east of Hwy 400	Yes	No	300+	150+	Yes	Fair	Good	Good	Good	Yes	Yes	Yes	No	Lots of open land adjacent to existing parking areas.

GEOGRAPHIC AREA:

BARRIE

ESTIMATED DEMAND FOR CARPOOL PARKING SITES: 1981 - 30
 1986 - 60

POTENTIAL SITES (IN ORDER OF PREFERENCE)

<u>Lot Location No.</u>	<u>Existing Parking Lots</u>	<u>Available Spaces</u>	<u>Potential Spaces</u>
1.	Barrie Raceway	200+	200+
3.	Continental Inn	100	100
4.	Bayfield Mall	200+	200+
6.	Georgian College	150+	200+

<u>Lot Location No.</u>	<u>New Construction Sites</u>	<u>Potential Spaces</u>
5.	Vacant land - Bayfield Street at Hwy 400	50+

RECOMMENDED SITES

1. Barrie Raceway (or Continental Inn)
(Recommended Site No. 10)

The Barrie Raceway is just east of Hwy 400 on Essa Road, which is the most southern interchange in Barrie. The large parking lot is paved and may already be used by a few carpoolers.

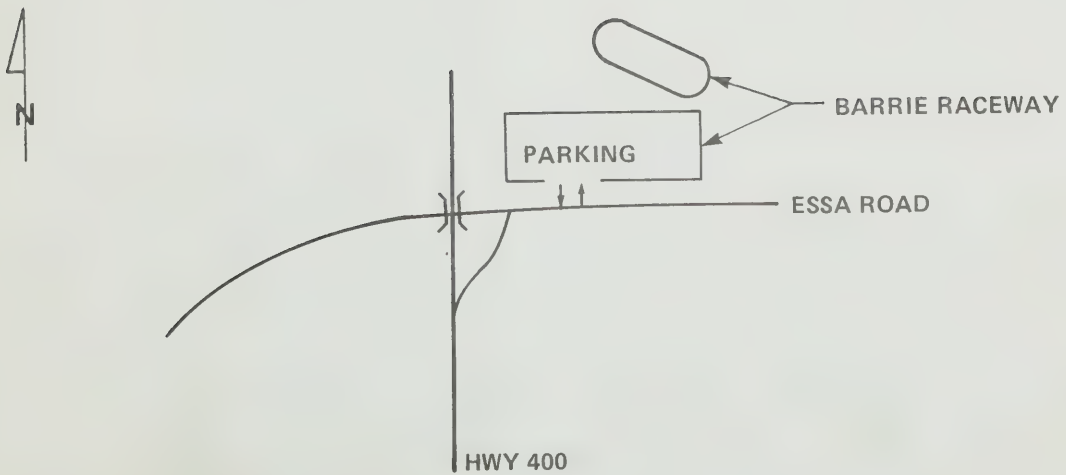
The Continental Inn is just west of Hwy 400 on Hwy 90 (one interchange north of Essa Road). It has easy access and relatively good visibility from Hwy 400.

BARRIE

Recommended Site No. 10



Barrie Raceway - Essa Road just east of Highway 400



AREA G
NEWMARKET/AURORA



NEWMARKET/AURORA

Lot Location No.	SITE	LOCATION	EXISTING LOT ON SITE	UNOFFICIAL CARPOOL PARKING	TOTAL SPACES	AVAILABLE SPACES	POSSIBLE EXPANSION	EXPOSURE	ACCESS	ASPHALT	SURFACE TYPE	DRAINAGE	ADJACENT HIGHWAY	ADJACENT BELL	ADJACENT LOCAL COMPUTER	IMPACT ON ADJACENT PROPERTY	REMARKS
Newmarket																	
1.	Upper Canada Mall	Hwy 11 at Hwy 9	Yes	No	100's	100's	Yes	Good	Good	Good	Good	Good	Yes	Yes	Yes	No	GO Station is just south of Hwy 9 on Hwy 11. GO Station lot was virtually full.
2.	Newmarket Plaza	Davis Drive (Hwy 9) just east of Hwy 11	Yes	No	100's	100+	No	Fair	Good	Fair	Fair	Good	Yes	Yes	Yes	No	
3.	Abandoned Golf Range	Davis Drive at Sutton Rd (3rd Concession)	No	No	100+ possible			Good	Good	Good	Good	Good	Yes	Yes	Yes	No	This site is proposed for a shopping development. It is located just west of the proposed Hwy 404 interchange.
Aurora																	
4.	Aurora Shopping Centre	Hwy 11 at Murray Drive	Yes	No	100's	150+	No	Good	Good	Good	Good	Good	Yes	Yes	Yes	No	Possibly some use of lot by GO commuters.
5.	Aurora Train Station	Wellington St east of Hwy 11	Yes	No	30-35	10-15	Yes (to 50+)	Good	Good		Fair	Good	Yes	Yes	Yes	No	
6.	Aurora Community Centre	East of Hwy 11 about 1/2 mile north of Wellington St	Yes	No	150-200	150-200	No	Fair	Good	Good	Good	Good	Yes	Yes	Yes	No	

GEOGRAPHIC AREA:

NEWMARKET/AURORA

ESTIMATED DEMAND FOR CARPOOL PARKING SITES: 1981 - 75
1986 - 150

POTENTIAL SITES (IN ORDER OF PREFERENCE)

<u>Lot Location No.</u>	<u>Existing Parking Lots</u>	<u>Available Spaces</u>	<u>Potential Spaces</u>
1.	Upper Canada Mall	100's	100's
2.	Newmarket Plaza	100+	100+
4.	Aurora Shopping Centre	150+	150+
5.	Aurora Train Station	10-15	50+
6.	Aurora Community Centre	150-200	150-200

<u>Lot Location No.</u>	<u>New Construction Sites</u>	<u>Potential Spaces</u>
3.	Abandoned Golf Range	100+

RECOMMENDED SITES

1. Upper Canada Mall (Recommended Site No. 11)

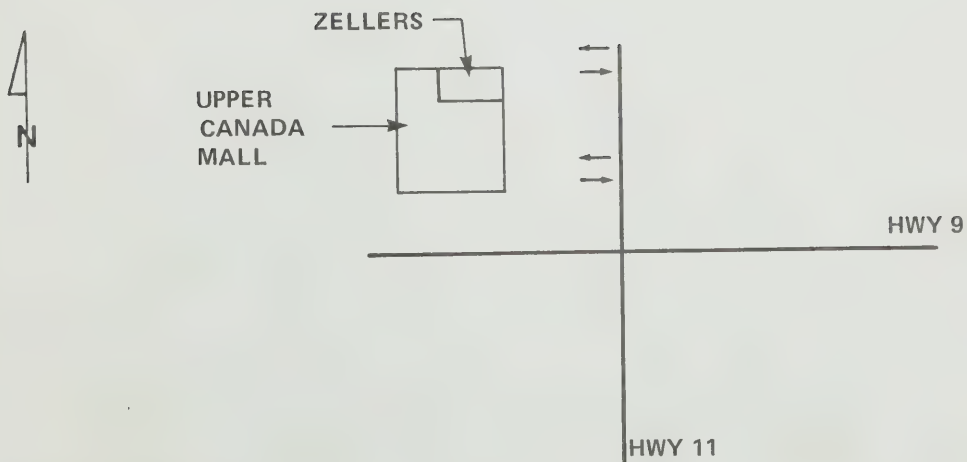
Upper Canada Mall has a very large parking lot located at the intersection of Highway 9 and 11. There is excellent access to both highways, and the Newmarket GO terminal is a short walk south of the mall.

NEWMARKET/AURORA

Recommended Site No. 11



Upper Canada Mall - Northwest corner Highway 9 at Highway 11



AREA H

YORK REGIONAL ROAD 8 (WOODBINE AVENUE)



YORK
REGIONAL RD. 8
(WOODBINE AVE.)

Appendix A

TOWNSHIP

O FUXBRIDGE

U YBRIDGE

PICKI

PIC

Port Uni

YORK REGIONAL ROAD 8 (WOODBINE AVENUE)

Lot
Location No.

	SITE	LOCATION	EXISTING LOT ON SITE	UNOFFICIAL CAFEUL PARKING	TOTAL SPACES	AVAILABLE SPACES	POSSIBLE EXPANSION	EXPOSURE	ACCESS	SURFACE TYPE ASPHALT GRAVEL	SOIL	DRAINAGE	ADJ-CENT HYDRO	ADJ-CENT BELL	ADJACENT TRANSIT CORRIDOR	IMPACT ON ADJACENT PROPERTY	REMARKS
1.	York Regional Road 8 (Woodbine Avenue)	Georgina Civic Centre	Yes	No	50-60	30	Yes	Poor	Good	Fair	Fair	Good	Yes	Yes	No	No	
2.	North Mallinbury Memorial Centre (arena)	Keswick - Church Street	Yes	No	100	90	No	Poor	Fair	Fair	Fair	Fair	Yes	Yes	No	No	
3.	Esso Station	Intersection of Regional Roads 8 and 32	Yes	Yes (12 cars)	25	12	Yes	Good	Good	Good	Good	Good	Yes	Yes	No	No	Other 3 corners at this intersection are vacant lots.
4.	Longhorn Inn	Intersection of Regional Roads 8 and 13 (Mt. Albert Road)	Yes	Yes (8 cars)	50-60	35	Yes	Good	Good	Good	Good	Good	Yes	Yes	No	No	Owner has 20 acres undeveloped commercial land adjacent to south.
5.	Vacant land (3 sites)	NL, SE, and SW corners of Regional Road 8	No	Yes (5 cars)	50+ possible each site		Good	Good	Good	Fair	Fair	Good	Yes	Yes	No	No	
6.	Vacant land *	Just south of old alignment of Regional Road 74 (Tivoli St/road) at Regional Road 8	No	Yes (6 cars)	50+ possible		Good	Good	Good		Good	Good	Yes	Yes	No	No	Cars are parked on shoulder of road
7.	Wesley United Church	Intersection of Regional Roads 8 and 15 (Aurora Rd)	Yes	Yes (7 cars)	12-15	5-8	No	Good	Good	Fair	Fair	Fair	Yes	Yes	No	No	Some vacant land adjacent but below road grade
8.	Vacant lot	Regional Road 7 just south of Regional Road 15	No	No	20+ possible		Good	Good	Good		Poor	Poor	Yes	Yes	No	No	
9.	Whitchurch Inn/ship Park	Regional Road 7 in Vandorf	Yes	No	25+	25+	Yes	Good	Good	Fair	Fair	Good	Yes	Yes	No	No	Park parking lot
10.	Vandorf Garage	Regional Road 7 in Vandorf	Yes	No	15	5	Yes (to 30)	Good	Fair	Fair	Fair	Fair-Good	Yes	Yes	No	No	Owner has 3/4 acre
11.	Stage Coach Restaurant, Pub and Tavern	Intersection of Regional Roads 8 and 14 (Bloomington Road)	Yes	Yes	40-50	30-40	Yes (to 50+)	Good	Good	Fair	Fair	Fair-Good	Yes	Yes	No	No	Vacant lot to north looks like filled land
12.	Gormley Centre (shopping plaza)	Intersection of Regional Roads 8 and 14 (Stourville Road)	Yes	Yes (3 cars)	20	10	No	Good	Good	Fair	Fair	Good	Yes	Yes	No	No	
13.	Vacant land *	Just south of intersection of Regional Roads 8 and 14	No	No	50+ possible		Good	Good	Good		Good	Good	Yes	Yes	No	Yes	
14.	Vacant land beside BP station	Intersection of Regional Roads 8 and 14	No	No	20 possible		Good	Good	Good		Fair	Good	Yes	Yes	No	No	BP owns the land
15.	Victoria Square United Church	Regional Road 8 in Victoria Square	Yes	No	30	30	No	Good	Good	Good	Good	Good	Yes	Yes	No	No	Most of parking area is well kept grass
16.	Buttonville Airport	16th Avenue just west of Regional Road 8	Yes	No	200+	100+	No	Poor	Good	Good	Good	Good	Yes	Yes	No	No	
17.	Knob Hill Farms	Intersection of Hwy 7 and Regional Road 8	Yes	Possibly	200+	100+	No	Good	Good	Good	Good	Good	Yes	Yes	Yes (on Woodbine)	No	

GEOGRAPHIC AREA: YORK REGIONAL ROAD 8 (WOODBINE AVE)

ESTIMATED DEMAND FOR CARPOOL PARKING SITES: 1981 - 70
1986 - 135

POTENTIAL SITES (IN ORDER OF PREFERENCE)

<u>Lot Location No.</u>	<u>Existing Parking Lots</u>	<u>Available Spaces</u>	<u>Potential Spaces</u>
11.	Stagecoach Restaurant	30-40	50+
17.	Knob Hill Farms	100+	100+
9.	Whitchurch Township Park		
4.	Longhorn Inn	35	50+
16.	Buttonville Airport	100+	100+
3.	Esso Station (Regional Road 8 at Regional Road 32)	12	25+
15.	Victoria Square United Church	30	30
2.	North Gwillimbury Memorial Centre	90	90
1.	Georgina Civic Centre	30	50

<u>Lot Location No.</u>	<u>New Construction Sites</u>	<u>Potential Spaces</u>
5.	Vacant land - Regional Road 8 at Regional Road 31	50+
	Vacant land - south of old road alignment - Vivian Sideroad (Regional Road 74) at Regional Road 8	50+
7.	Vacant lot - just south of Regional Road 15 on Regional Road 8	20+
13.	Vacant land - just south of Regional Road 14 on Regional Road 8	50+
14.	Vacant land - beside BP at Regional Road 14 on Regional Road 8	20

RECOMMENDED SITES

17. Knob Hill Farms or Buttonville Airport
(Recommended Site No. 12)
3. Esso Station Regional Road 8 at Regional Road 32
(Recommended Site No. 13)
5. Vacant Land Regional Road 74 at Regional Road 8
(Recommended Site No. 14)

Knob Hill Farms is a grocery store with a large paved lot at the intersection of Highway 7 and Woodbine Avenue (Regional Road 8). Buttonville Airport, which also has a large paved lot, is a short distance north just west of Woodbine. There may be a greater potential for carpool parking to conflict with existing uses at Knob Hill Farms than at Buttonville Airport.

The Esso Station could accommodate the needs of carpoolers in the area around Keswick.

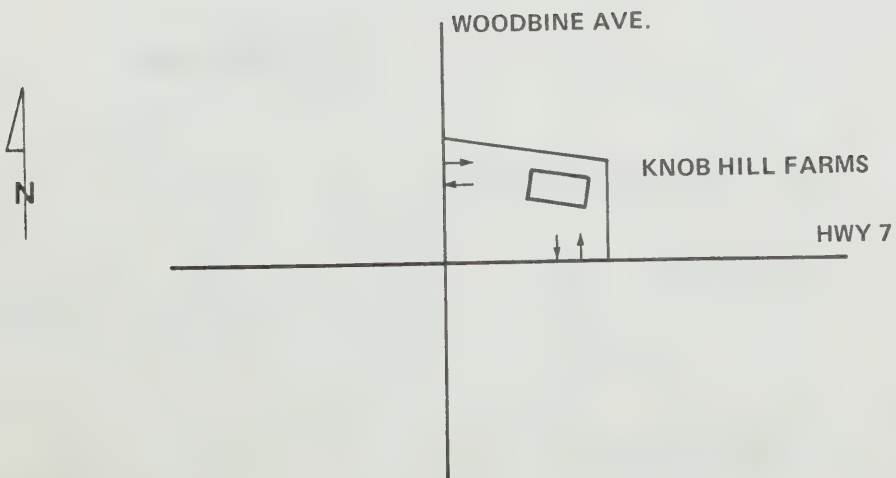
* Some lots were not ranked because they did not meet minimum size standards.

REGIONAL ROAD 8

Recommended Site No. 12



Knob Hill Farms - Woodbine Ave. at Highway 7

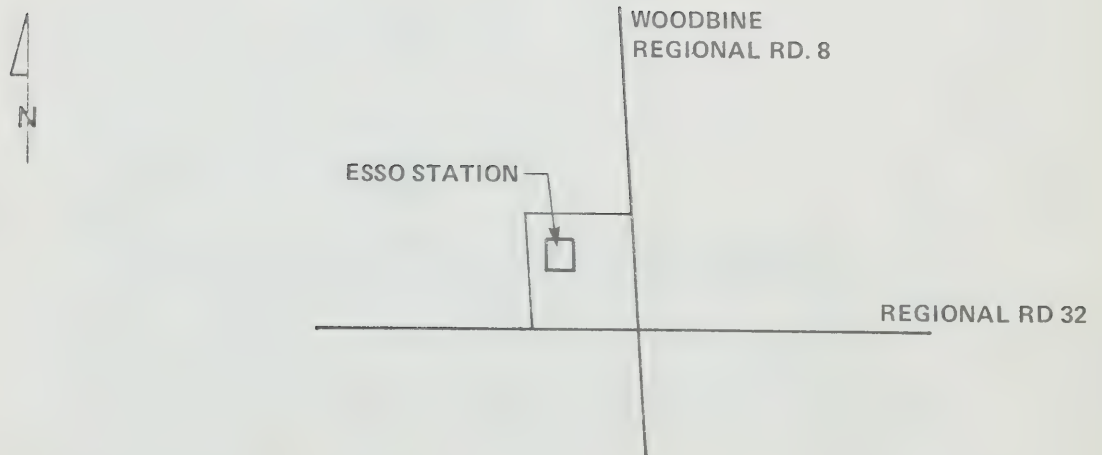


REGIONAL ROAD 8

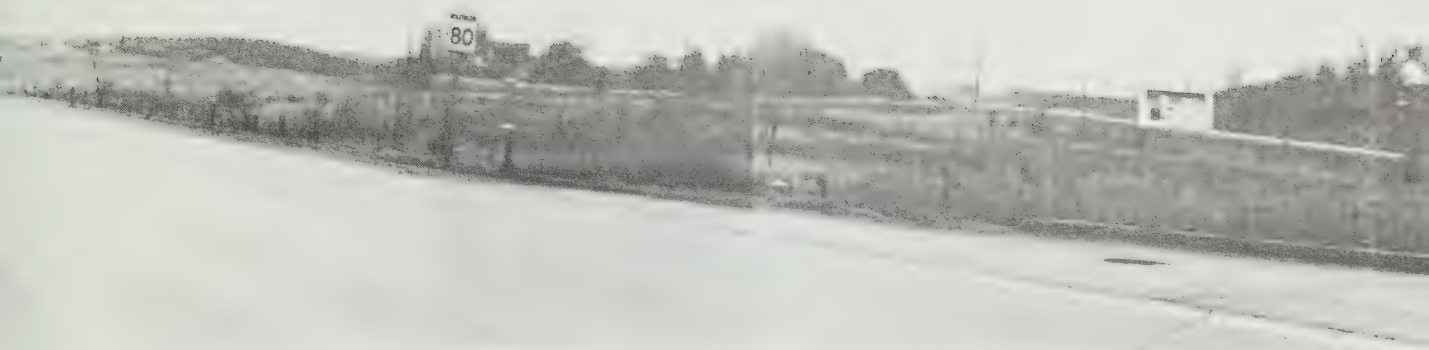
Recommended Site No. 13



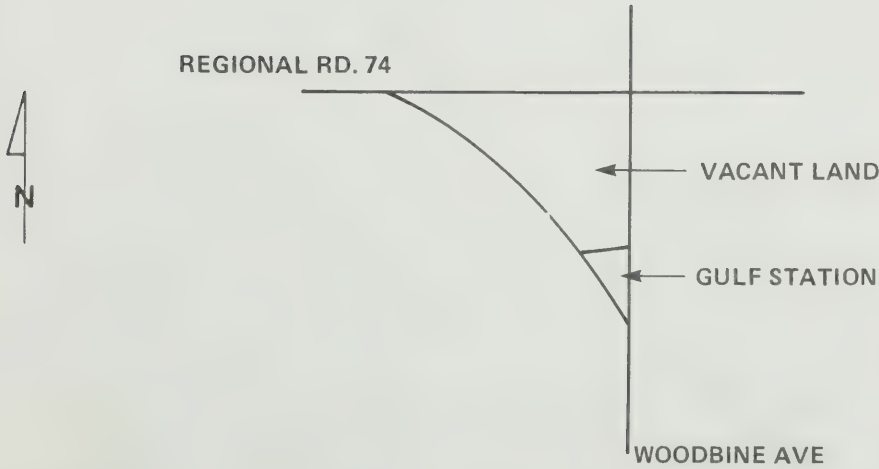
Esso Station - Woodbine Avenue at Regional Road 32



REGIONAL ROAD 8
Recommended Site No. 14



Vacant land, Regional Road 74 at Regional Road 8



AREA I
HIGHWAY 48



HIGHWAY 48

Lot Location No.	Site	Location	EXISTING LOT ON SITE	UNOFFICIAL CARPOOL PARKING	TOTAL SPACES	AVAILABLE SPACES	POSSIBLE EXPANSION	EXPOSURE	ACCESS	ASPHALT	SURFACE TYPE	SOIL	DRAINAGE	ADJACENT HYDRO	ADJACENT BELL	ADJACENT LOCAL CUPPULER	IMPACT ON ADJACENT PROPERTY	REMARKS
1.	Sutton Arena	Cedar St Sutton	Yes	No	100	100	No	Poor	Good	Good	Good		Good	Yes	Yes	No	No	
2.	Old Road Alignment (Sutton)	Hwy 48 and High St (Sutton)	No	Yes (6 cars)	30-40 possible			Good	Good	Fair	Fair		Good	Yes	Yes	No	Yes	
3.	Sinoco Station and General Store	Hwy 48 in Biddeford	Yes	No	15	15	No	Good	Good		Fair		Fair	Yes	Yes	No	No	Part of lot probably required by General Store
4.	8 Motor hotel	Hwy 48 just south of Biddeford	Yes	No	50	50	Yes (to 75+)	Good	Good	Good	Good		Good	Yes	Yes	No	No	Gravel area under adjacent Hydro ROW provides room for expansion
5.	Vacant land (3 sites)	Intersection of Hwy 48 and Regional Road 32	No	No	50+ possible			Good	Good	Fair	Fair		Poor on SE & SW corners	Yes	Yes	No	No	NW corner is for sale
6.	Shell Station	Intersection of Hwy 48 and Regional Road 32	Yes	Yes (2-3 cars)	10	5	No	Good	Good	Fair	Fair		Good on NW	Yes	Yes	No	No	
7.	Countrv Inn Restaurant	Hwy 48 1 mile south of Regional Road 32	Yes	Yes (1 car)	30	22	Yes (to 40+)	Good	Good	Good	Fair		Fair	Yes	Yes	No	No	Sandy area adjacent to paved lot is owned by restaurant - restaurant is for sale.
8.	Old road alignment	Regional Road 13 at Hwy 48 (exis site)	No	No	30+ possible			Fair	Good	Fair	Fair	Poor	Poor-Fair	Yes	Yes	No	No	
9.	Vacant land	Northwest corner Hwy 48 at Regional Road 15	No	No	25 possible			Good	Good	Good	Good	Good	Good	Yes	Yes	No	Yes	Several small trees on property Owned by MTC
10.	Vacant land	Southeast corner Hwy 48 at Regional Road 15	No	No	30-40 possible			Good	Good	Good	Good	Good	Good	Yes	Yes	No	Yes	
11.	Former Commercial Property	Southeast corner Hwy 48 at Regional Road 15	No	Yes (3 cars)	30-40 possible			Good	Good	Good	Good	Poor	Good	Yes	Yes	No	Yes	
12.	Stouffville Arena	Just south of Hwy 47 on Park Dr. S.	Yes	No	100	100	No	Fair	Good	Good	Fair		Good	Yes	Yes	No	No	Owned by MTC
13.	Stouffville Plaza	Hwy 47 at west end of Stouffville	Yes	No (Some CO computers)	200	100	No	Good	Good	Good	Good		Good	Yes	Yes	No	No	
14.	Sign of the Steer (small plaza)	Hwy 47 across from Stouffville Plaza	Yes	No	50	48	No	Good	Good	Good	Good		Good	Yes	Yes	No	No	Canadian Tire Store with lot adjacent
15.	Vacant land	Southeast corner Hwy 48 and Regional Road 14	No	No	50+ possible			Good	Good		Good	Good	Fair	Yes	Yes	No	Yes	Land is for sale.
16.	BP Station and restaurant	Hwy 48 and Regional Road 14	Yes	No	15	10	Yes (to 30+)	Good	Good	Fair	Fair	Poor	Fair	Yes	Yes	No	Yes	

GEOGRAPHIC AREA:

HIGHWAY 48

ESTIMATED DEMAND FOR CARPOOL PARKING SITES: 1981 - 75
1986 - 150

POTENTIAL SITES (IN ORDER OF PREFERENCE)

<u>Lot Location No.</u>	<u>Existing Parking Lots</u>	<u>Available Spaces</u>	<u>Potential Spaces</u>
7.	Country Inn Restaurant	25	50
4.	48 Motor Hotel	50	75+
1.	Sutton Arena	100	100
13.	Stouffville Plaza	100	100
14.	Sign of the Steer	50	50
12.	Stouffville Arena	100	100
16.	BP Station and Restaurant	10	30+

<u>Lot Location No.</u>	<u>New Lots</u>	<u>Potential Spaces</u>
5.	Vacant land - Highway 48 at Regional Road 32	50+
2.	Old road alignment - Highway 48 at High Street (Sutton)	30-40
9.	Vacant land - NW corner Highway 48 at Regional Road 15	25
10.	Vacant land - SE corner Highway 48 at Regional Road 15	30-40
11.	Former gas station property - Vacant land SW corner Highway 48 at Regional Road 15	30-40

RECOMMENDED SITES

7. Country Inn Restaurant (Recommended Site No. 15)
11. Vacant land - SW corner Highway 48
at Regional Road 15 (Ballantrae) (Recommended Site No. 16)

The Country Inn Restaurant is on Highway 48 just south of Regional Road 32. As such, it is a good location for Georgina Township commuters using Highway 48. The restaurant has a small paved lot and a larger parking area of sand and gravel. The restaurant and some adjoining property are currently for sale.

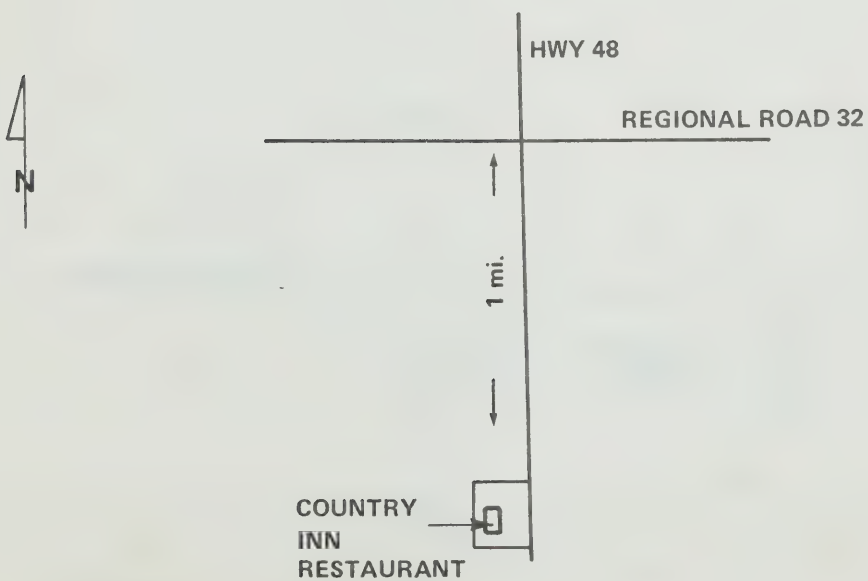
The vacant land at the southwest corner of Highway 48 and Regional Road 15 is a former commercial property which was purchased by MTC to allow improvements to be made at this intersection. A few carpoolers use this property for parking. The Town of Whitchurch-Stouffville has recommended that MTC designate the surplus portion of this land as a carpool parking area.

HIGHWAY 48

Recommended Site No. 15



Country Inn Restaurant - Highway 48, 1 mile south of
Regional Road 32

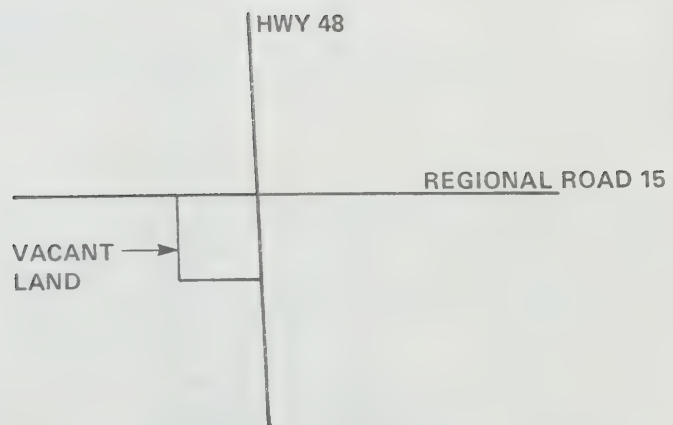


HIGHWAY 48

Recommended Site No. 16



Vacant land, Southwest corner Highway 48 at Aurora Road (Regional Road 15)



AREA J

PETERBOROUGH AND HIGHWAYS 35 AND 115

Appendix A



A

K

E

PETERBOROUGH. HIGHWAYS 35 and 115

Lot
Location No

SITE

LOCATION

EXISTING
LOT ON SITE

UNOFFICIAL
CARPOOL PARKING

TOTAL
SPACES

AVAILABLE
SPACES

POSSIBLE
EXCAVATION

EXPOSURE

ACCESS

SURFACE TYPE
ASPHALT GRAVEL SOIL

ADJACENT
HYDRO

ADJACENT
BELL

ADJACENT TRANSIT
LOCAL COMMUTER

IMPACT ON
ADJACENT PROPERTY

REMARKS

Peterborough and Hwy
35 and 115

1.	Guthrie Avenue	Hwy 7 Bypass and Bensfort Rd	No (widened shoulder)	Yes (18 cars)	30	12	Yes (to 50)	Good	Good	ASPHALT	Fair	Good	Yes	Yes	No	No	No	This is an unofficial MTC parking area
2.	Vacant land ("s" sites)	N.W. and S.E. corners of Hwy 7 Bypass and Bensfort Rd and S.W. corner of Interchange between Bensfort Rd and Guthrie Ave	No	No	50+ possible on Interchange site		Good	Good	Good	Good	Good	Fair-Good	Yes	Yes	No	No	No	
3.	Vacant land (4 sites) PRP: Road	N.W., S.W., N.E., S.E. corners of Hwy 7 Bypass and Harper Rd	No	Yes (23 cars on shoulder of Harper Road)	50+ possible on south side of south side	100's	Yes	Good	Good	Poor-Good	Poor-Good	Good	Yes	Yes	No	No	No	This is an unofficial MTC parking area
4.	Kawartha Downs	Hwy 28 1 mile south of Hwy 115 Junction	Yes	No	100's	100's	Yes	Good	Good	Fair	Fair	Good	Yes	Yes	No	No	No	
5.	Vacant land	Southwest corner Hwy 28 and Hwy 115 Junction	No	No	100+ possible		Good	Good	Good	Good	Good	Good	Yes	Yes	No	No	No	
6.	Vacant land	Inside Hwy 115 and Hwy 28 Interchange	No	No	50+ possible		Good	Good	Good	Good	Good	Good	Yes	Yes	No	No	No	
7.	Vacant land	Southeast corner Hwy 7A and Hwy 115	No	Yes (1 car)	20-30 possible		Good	Good	Good	Fair	Fair	Fair	Yes	Yes	No	No	No	
8.	Peterborough County 10	Hwy 115 and Peterborough County 10	No	Yes (24 cars)	28-30	4-6	Yes Limited	Good	Good	Fair	Fair	Good	Yes	Yes	No	No	No	This is an unofficial MTC parking area
9.	Vacant land	Hwy 115 and Hwy 35 Junction	No (wide shoulder)	Yes (3 cars)	50+ possible		Good	Good	Good	Good	Good	Good	Yes	Yes	No	No	No	MTC land
10.	Shell Station and Oasis 1 in Restaurant and Tavern	Hwy 35 and 115 1 mile south of Junction	Yes	No	25	15	Yes (to 50)	Good	Good	Good	Good	Good	Yes	Yes	No	No	No	
11.	Moogie's Restaurant and Hotel	Hwy 35 and 115 2 miles south of Junction	Yes	No	25-30	20-25	Yes	Good	Good	Fair	Fair	Good	Yes	Yes	No	No	No	Abandoned gas station and adjacent property on south side is for sale
12.	Vacant land	Hwy 35 and 115 2 miles south of Junction (next to Coors and Purrer Restaurant and Tavern)	No	No	40-50 possible		Good	Good	Good	Fair	Fair	Good	Yes	Yes	No	No	No	
13.	Vacant land	Hwy 7A at Hwy 35 (west side)	No	Yes (2 cars)	20+ possible		Good	Good	Good	Good	Good	Good	Yes	Yes	No	No	No	
14.	Vacant land	Victoria Rd 12 and Hwy 35 (southwest corner)	No	Yes (1 car)	10-15	9-14	Good	Good	Good	Good	Good	Good	Yes	Yes	No	No	Yes	Larger area available on northeast corner (land below road grade)

GEOGRAPHIC AREA: PETERBOROUGH AND HIGHWAYS 35 AND 115

ESTIMATED DEMAND FOR CARPOOL PARKING SITES: 1981 - 105
1986 - 210

POTENTIAL SITES

<u>Lot Location No.</u>	<u>Existing Parking Lots</u>	<u>Available Spaces</u>	<u>Potential Spaces</u>
10.	Shell Station and Oasis Inn Restaurant	15	50
11.	Noonie's Restaurant and Hotel	25	30+
4.	Kawartha Downs	100's	100's

<u>Lot Location No.</u>	<u>New Construction Sites</u>	<u>Potential Spaces</u>
1.	Bensfort Road at Guthrie Avenue (NW & SW corners)	100+
2.	Hwy 7 By-pass at Bensfort Road (NE & SE corners)	50+
3.	Hwy 7 By-pass and Harper Road (all corners)	30+
5.	Hwy 28 and Hwy 115 (SW corner)	100+
6.	Inside interchange Hwy 28 and Hwy 115 (north side)	50+
8.	Hwy 115 and Peterborough County 10	40-50
9.	Hwy 115 and Hwy 35 junction	50+
12.	2 miles south of Hwy 115 and Hwy 35 junction	40-50
13.	Hwy 7A at Hwy 35 (west side)	20+
14.	Victoria Road 12 at Hwy 35 (SW corner)	15

RECOMMENDED SITES

1. Bensfort Road at Guthrie Avenue
(Recommended Site No. 17)
2. Hwy 7 By-pass and Harper Road
(Recommended Site No. 18)
8. Hwy 115 and Peterborough County Road 10
(Recommended Site No. 19)
9. Hwy 115 and Hwy 35 junction
(Recommended Site No. 20)

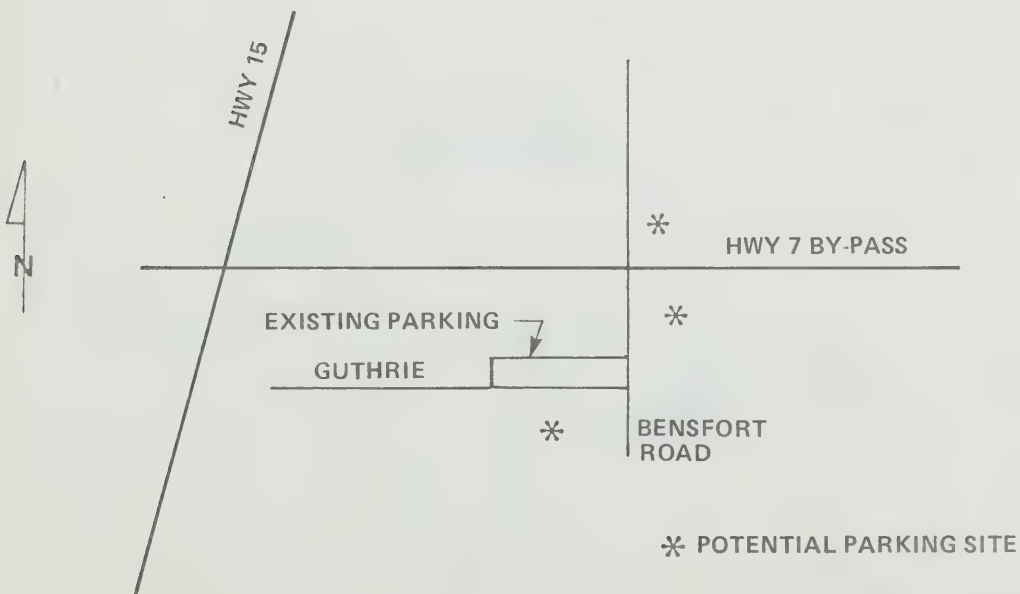
Hwy 7 By-pass/Harper Road and Bensfort Road/Guthrie Avenue are locations heavily used by carpoolers. Both have sites suitable for the construction of a fairly large parking lot. Consideration should be given to two alternatives:

1) building lots at both sites; or, 2) building a lot at only one site to accommodate the total demand.

PETERBOROUGH
Recommended Site No. 17

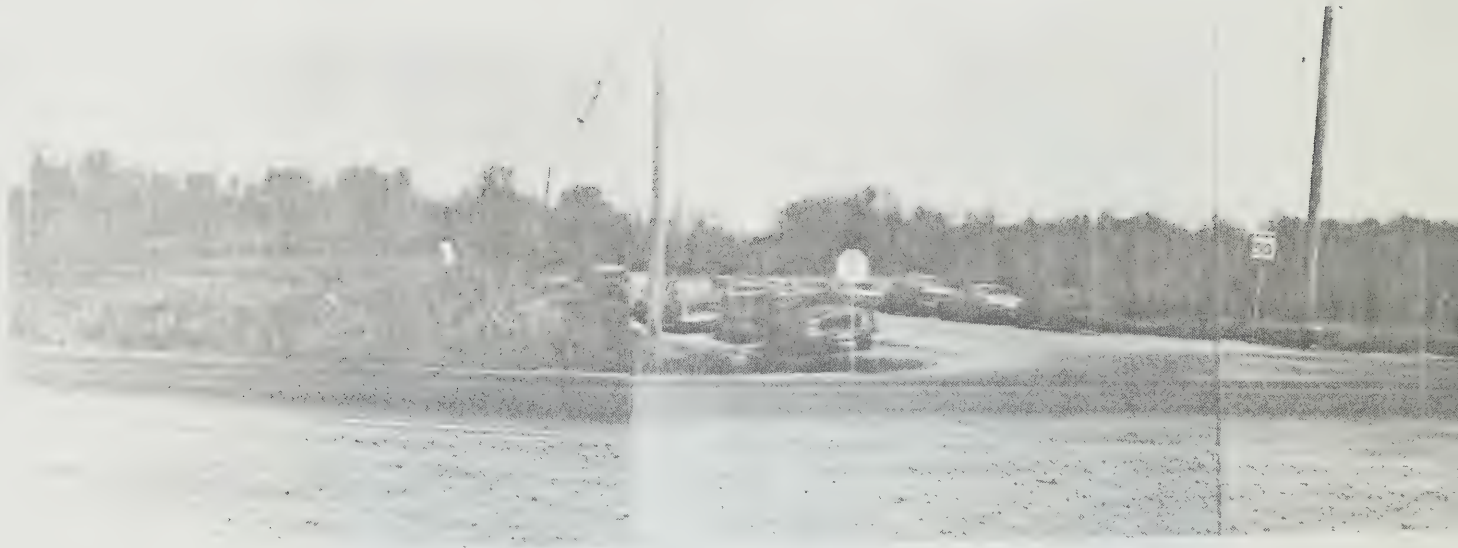


Vacant Lot, Bensfort Road at Guthrie Ave.

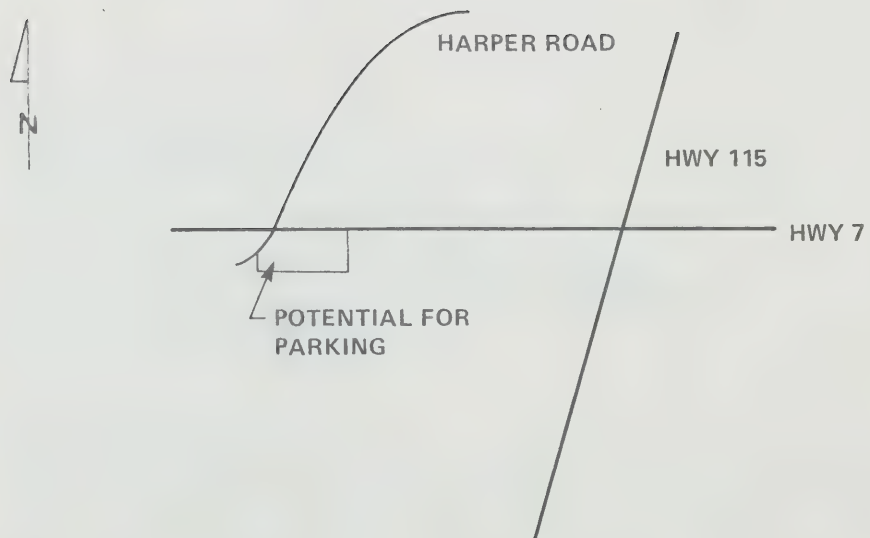


PETERBOROUGH

Recommended Site No. 18



Vacant Lot, Highway 7 By-pass at Harper Road



PETERBOROUGH
Recommended Site No. 19

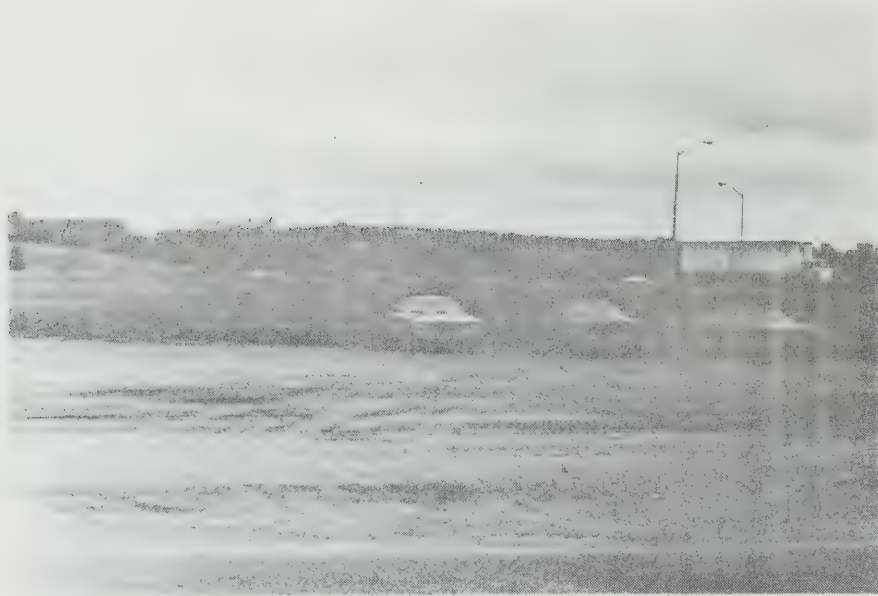
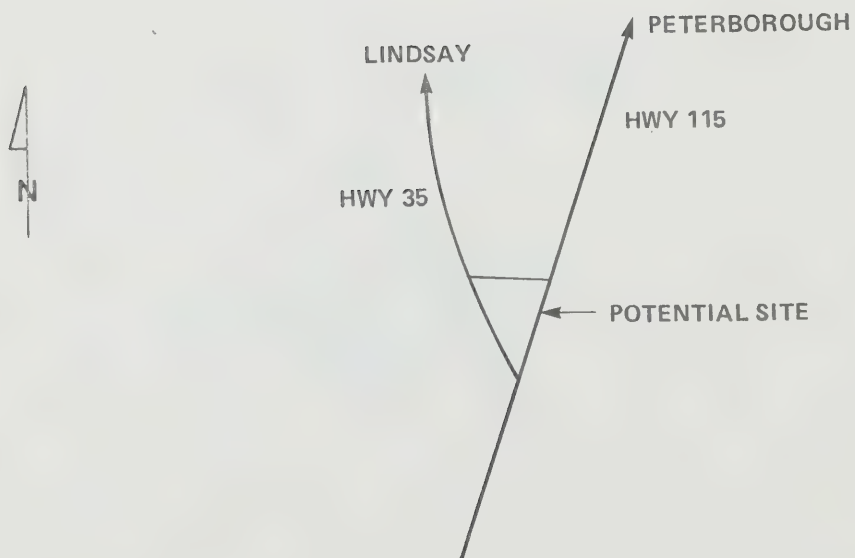


Vacant Lot, Highway 15 at Peterborough County Road 10



PETERBOROUGH

Recommended Site No. 20

Vacant Lot, Highway 115 and Highway 35
Junction

The intersection of Peterborough County 10 and Hwy 115 is another location which serves many carpoolers. The land on which parking now occurs could be used for construction of an official lot, though some expansion of the current area would be needed to accommodate any increase in demand. Alternatively, there are other vacant parcels of land at this intersection.

At the junction of Hwys 115 and 35 there is a large v-shaped piece of land which has excellent visibility and access. A few carpoolers park on a gravel area at one side of the site.

AREA K
PORT PERRY



PORT PERRY

Appendix A

IMCOE

SIBBALD PT
PROVINCIAL PARK
Virginia Beach

ORONO PROVINCIAL
FORESTRY STATION

PORT PERRY

Lot Location No.

SITE
Port Perry Area

LOCATION

EXISTING LOT ON SITE

UNOFFICIAL CARPOOL PARKING

TOTAL SPACES

AVAILABLE SPACES

POSSIBLE EXPANSION

EXPOSURE

ACCESS

SURFACE TYPE

GRAVEL

SOIL

DRAINAGE

ADJACENT HYDRO

ADJACENT BELL

ADJACENT LOCAL COMPUTER

IMPACT ON ADJACENT PROPERTY

REMARKS

1.

Vacant land

Durham Road 2 at Scupper 12th Line (southeast corner)

No

Yes (3 cars on 12th Line shoulder)

50+ possible

Good

Good

Good

Good

Good

Good

Good

Fair-Good

Yes

Yes

No

No

No

No

No

No

No

No

No

2.

Vacant land

Intersection of Victoria Rd 2 & 28 (southeast corner)

No

Yes (6 cars on Road 28 shoulder)

50+ possible

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

3.

Greenbank United Church and Janson Park

Scupper 11th Line at Hwy 47

Yes

Yes (2 cars parked on area in front of church)

25-30 (total both ways)

Yes

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

4.

Vacant land

Junction of Hwys 47 & 12 (southeast corner)

No

No

50 possible

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

5.

Vacant land (road allowance)

Durham Road 7 at Hwy 7A (west side)

No

Yes

50+ possible

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

6.

Old road alignment

Durham Road 57 at Hwy 7A

No

Yes

20 possible

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

7.

Vacant land (road allowance)

Durham 57 at Durham 19

No

Yes

8-10 possible

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

8.

Vacant land (road allowance)

Durham 2 at Durham 19 (northeast corner)

No

Yes

20 possible

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

9.

Vacant land

Durham 2 at Durham 19 (southeast corner)

No

Yes

50+ possible

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

MTC owns land at this corner - it is leased to a trailer sales company

GEOGRAPHIC AREA:

PORT PERRY

ESTIMATED DEMAND FOR CARPOOL PARKING SITES: 1981 - 45
 1986 - 90

POTENTIAL SITES (IN ORDER OF PREFERENCE)

<u>Lot Location No.</u>	<u>Existing Parking Lots</u>	<u>Available Spaces</u>	<u>Potential Spaces</u>
3.	Greenbank United Church & Ianson Park	25-30	40-50

<u>Lot Location No.</u>	<u>New Construction Sites</u>	<u>Potential Spaces</u>
1.	Durham Road 2 at Scugog 12th Line (SE corner)	50+
2.	Victoria Road 2 at Victoria Road 28 (SE corner)	50+
5.	Durham Road 7 at Hwy 7A	50+
9.	Durham Road 2 at Durham Road 19 (SE corner)	50+
6.	Durham Road 57 at Hwy 7A	20
8.	Durham Road 2 at Durham Road 19 (NE corner)	20
7.	Durham Road 57 at Durham Road 19	10

RECOMMENDED SITES

2. Victoria Road 2 at Victoria Road 28
(Recommended Site No. 21)
9. Durham Regional Road 2 at Durham Regional Road 19
(Recommended Site No. 22)

As many as 10 or 12 carpoolers park on the shoulder at the intersection of Victoria Roads 2 and 28, which is north of Port Perry. The southeast corner of this intersection is vacant land which would be suitable for construction of a parking lot.

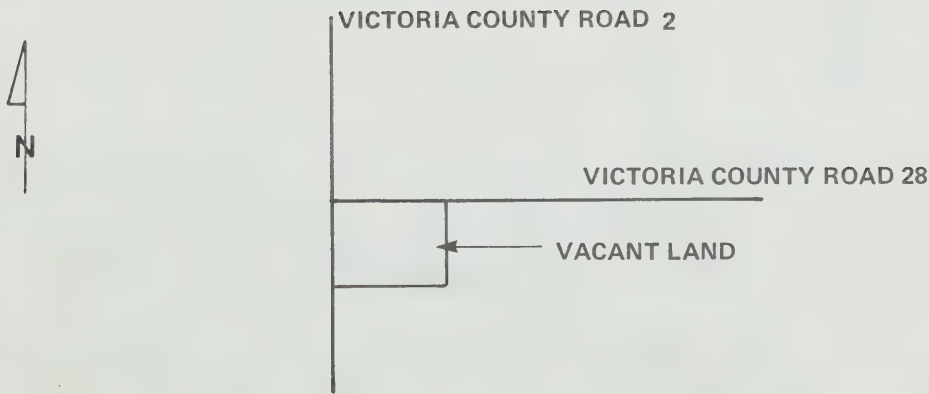
A few carpoolers park near the intersection of Durham Roads 2 and 19. Durham 2 is the main route to Oshawa for commuters from Port Perry and areas north of the town. Durham 19 is used by people from east of Port Perry as an access route to Durham 2. The southeast corner of the intersection is a large vacant area on which a parking lot could be constructed.

PORT PERRY

Recommended Site No. 21



Vacant Lot Victoria Road 2 at Victoria Road 28

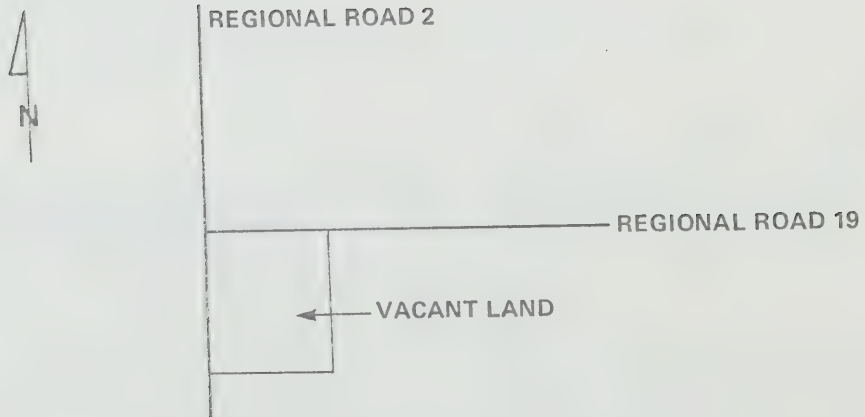


PORT PERRY

Recommended Site No. 22



Vacant Lot, Durham Regional Road 2 at Durham Regional Road 19, SE Corner



AREA L
OSHAWA/WHITBY/AJAX



OSHAWA/WHITBY/AJAX

Appendix A

OSHAWA/WHITBY/AJAX

Lot Location No.	SITE	LOCATION	EXISTING LOT/ON SITE	UNOFFICIAL CAMPOOL PARKING	TOTAL SPACES	AVAILABLE SPACES	POSSIBLE EXPANSION	EXPOSURE	ACCESS	ASPHALT	SURFACE TYPE GRAVEL	SOIL	DRAINAGE	ADJACENT HYDRO	ADJACENT BELL	ADJACENT LOCAL COMPUTER	IMPACT ON ADJACENT PROPERTY	REMARKS
1.	Oshawa-Whitby-Ajax Old entrance ramp	Hwy 401 and Harmony Rd (south side)	No	Yes (3 cars)	100 possible (parallel shoulder)			Good	Good	Good	Fair		Good	Yes	Yes	No	No	
2.	Vacant land	Hwy 401 and Harmony Rd north side, south of Bloom St	No	No	50+ possible			Good	Good			Good	Good	Yes	Yes	No	No	
3.	Oshawa GO Station Pedlar Plant site	Simcoe St at Hwy 401	Yes	Yes	100+	None	No	Good	Good	Good			Good	Yes	Yes	Yes	No	
4.	Grace Lutheran Church	Simcoe St at Hwy 401 Park Rd at Hwy 401 (north side)	Yes	No	50	30	No	Good	Good	Good	Fair		Good	Yes	Yes	Yes	No	
5.	Oshawa Shopping Centre	Stevenson Rd north of Hwy 401	Yes	Possibly	100's	100's	No	Good	Poor	Good			Good (poor around lot)	Yes	Yes	Yes	Yes	No access to Hwy 401 at Stevenson Road
6.	Vacant land	Thickson Rd at Hwy 401 (south side)	No	No	100+ possible			Good	Good			Fair	Good	Yes	Yes	No	No	
7.	Vacant land	Thickson Rd at Durham Rd 36 (east side)	No	No	100+ possible			Good	Good			Poor-Fair	Poor-Fair	Yes	Yes	No	No	
8.	Whitby Mall	Thickson Rd 1 mile north of Hwy 401	Yes	No	100's	100+	No	Good	Good	Good			Good	Yes	Yes	No	No	
9.	Abandoned Works Yard	Brook St at Hwy 401 (adjacent to Whitby GO Station)	Yes	No	100+	100+	No	Good	Good		Fair		Good	Yes	Yes	Yes	No	
10.	Vacant land	Brook St at Hwy 401 (across street from GO)	No	No	30+ possible			Good	Good		Fair		Good	Yes	Yes	Yes	No	
11.	Ajax Baptist Church	East of Harwood Ave north of Hwy 401	Yes	No	25	25	No	Fair	Good	Good			Good	Yes	Yes	Yes	Yes	
12.	Harwood Place/Ajax GO Station Shopping centre & mall	Harwood Ave 1/2 mile south of Hwy 401	Yes	No	100's	100's	No	Good	Good	Good			Good	Yes	Yes	Yes	No	
13.	Pickering Village Arena	Church St about 3/4 mile north of Hwy 401	Yes	No	60	50	No	Fair	Good	Good			Good	Yes	Yes	No	Yes (1/4 mile)	
14.	Vacant land	Taunton Rd and Brock Rd	No	No	30+ possible			Good	Good		Fair	Fair	Fair	Yes	Yes	No	No	
15.	Centennial Neighbourhood Park	Brock Rd 1 1/2 miles north of Hwy 401	Yes	No	50	50	Yes	Good	Good		Fair		Fair-Good	Yes	Yes	No	No	
16.	Pickering Municipal Offices	Brock Rd at Hwy 2	Yes	No	70-80	40-50	No	Good	Good	Good			Good	Yes	Yes	Yes	No	
17.	BP/Pickwick Tavern	Brock Rd at Hwy 2	Yes	No	30	15	Yes (to 50)	Good	Good	Good			Good	Yes	Yes	Yes	No	

GEOGRAPHIC AREA: OSHAWA/WHITBY/AJAX

ESTIMATED DEMAND FOR CARPOOL PARKING SITES: 1981 - 160
1986 - 315

POTENTIAL SITES (IN ORDER OF PREFERENCE)

<u>Lot Location No.</u>	<u>Existing Parking Lots</u>	<u>Available Spaces</u>	<u>Potential Spaces</u>
4.	Pedlar plant site, Oshawa	30	50
13.	Harwood Place/Ajax GO Station	100's	100's
6.	Oshawa Shopping Centre	100's	100's
9.	Whitby Mall	100+	100+
10.	Abandoned works yard	100+	100+
17.	Pickering Municipal Offices	40-50	40-50
18.	BP/Pickwick Tavern	15	50
5.	Grace Lutheran Church	50	50+
14.	Pickering Village Arena	50	50
16.	Centennial Neighbourhood Park	50	50+
12.	Ajax Baptist Church	25	25

<u>Lot Location No.</u>	<u>New Construction Sites</u>	<u>Potential Spaces</u>
1.	Old entrance ramp - Harmony Road at Hwy 401	100
2.	Harmony Road at Hwy 401 (north side)	50+
8.	Thickson Road at Durham Road 36 (east side), Whitby	100+
11.	Brock Street - west side across from Whitby GO	100+
7.	Thickson Road at Hwy 401 (south side), Whitby	100+
15.	Taunton Road (Durham Road 4) at Brock Rd.	30+

RECOMMENDED SITES

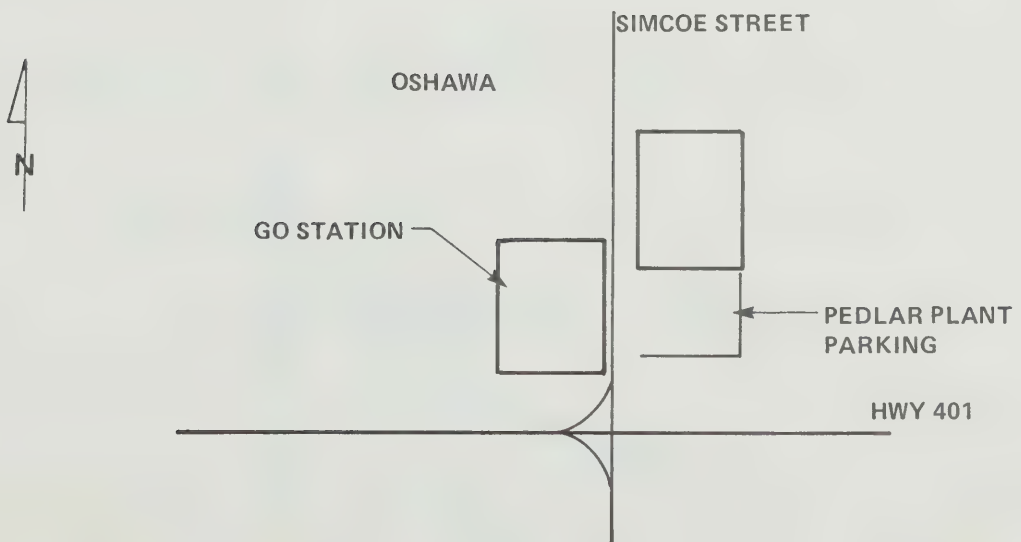
4. Pedlar Plant Site, Oshawa (Recommended Site No. 23)
13. Harwood Place, Ajax (Recommended Site No. 24)
7. Vacant Lot, Thickson Road at Hwy 401 (south side), Whitby
(Recommended Site No. 25)

Harwood Place is a large shopping mall about 1/2 mile south of Hwy 401 on Harwood Avenue. It has a very large parking lot, and the Ajax GO Terminal is located in the parking lot of an older shopping centre immediately to the north.

OSHAWA/WHITBY/AJAX
Recommended Site No. 23



Pedlar Plant, Simcoe St. just north of Highway 401
(across from GO Station Oshawa)



OSHAWA/WHITBY/AJAX

Recommended Site No. 24



Harwood Place, Ajax

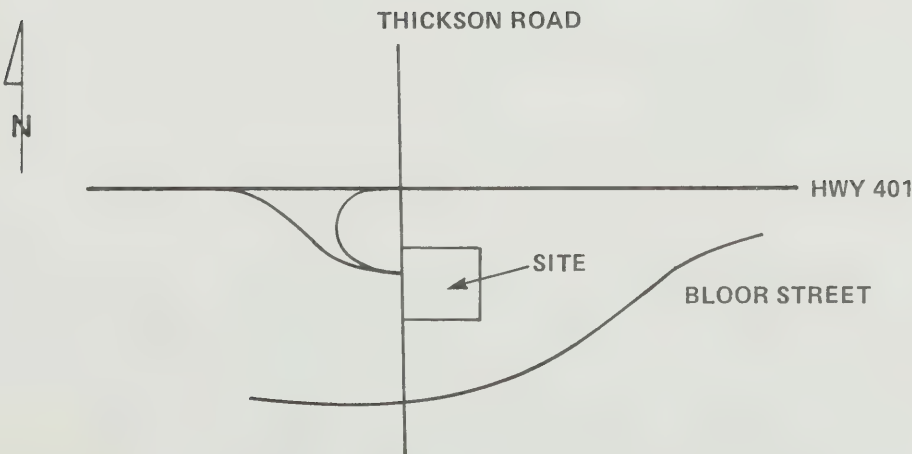


OSHAWA/WHITBY/AJAX

Recommended Site No. 25



Vacant Lot, Thickson Road at Highway 401 (south side), Whitby



The Pedlar Plant is a former factory now being demolished. There is now a parking lot of about 50 spaces on the site, which is across Simco Street from the Oshawa GO terminal. Redevelopment plans for this site have not been decided yet, but it is probable that acquisition of space for carpool parking would be relatively expensive.

At his Thickson Road Interchange there is a vacant area of land lying between Hwy 401, Bloor Street and Thickson Road. Some of this land will be used in the reconstruction of this interchange, but an area suitable for a carpool lot will probably remain after the reconstruction. Although the site does not appear to be used by carpoolers, it does have potentially good access and is just west of Oshawa.

AREA M
METROPOLITAN TORONTO



**METROPOLITAN
TORONTO**

Appendix A

SCALE 1:250 000

MILES 5
KILOMETRES 5

THE KING'S HIGHWAY DIVIDED
THE KING'S HIGHWAY
SECONDARY HIGHWAY
COUNTY OR REGIONAL ROAD

METRO TORONTO

LOI Location	Site	EXISTING LOT ON SITE	UNDERLYING CARPOOL PARKING	TOTAL SPACES	AVAILABLE SPACES	POLLUTION EXPOSURE	ACCESS	SURFACE TYPE	SOIL	DRAINAGE	AUTOMATED METER	ADJACENT LOCAL BUSINESS	IMPACT ON ADJACENT PROPERTY	REMARKS
1.	Admission Station Metrolinx Station	Yes	No	20-30	20-30	No	Good	Fair		Good	Yes	Yes	No	No
2.	Valet Stand	No	No	30-40 possible			Good		Good	Good	Yes	Yes	No	No
3.	Confidential College	Yes	No	100's	100+	No	Fair	Good		Good	Yes	Yes	No	No
4.	Market Place	Yes	No	200	100+	No	Good	Good		Good	Yes	Yes	No	No
5.	Market Place	Yes	No	150+	150+	No	Fair	Good		Good	Yes	Yes	No	No
6.	Scotiabank Tower	Yes	No	200+	200+	No	Fair	Good		Good	Yes	Yes	Yes	No
7.	Alincourt Mall	Yes	No	100's	100+	No	Good	Good		Good	Yes	Yes	No	No
8.	Hotel Canada	Yes	No	200	150	No	Good	Good		Good	Yes	Yes	No	No
9.	WIC Food Bank	No	No	50 possible			Good		Good	Good	Yes	Yes	No	No
10.	Hydro BC	No	No	50+ possible			Good		Good	Good	Yes	Yes	No	No
11.	Easton's/Prime Mart	Yes	No	250+	100	No	Good	Good		Good	Yes	Yes	No	No
12.	Dominion Store and Plaza	Yes	No	100	50	No	Good	Good		Good	Yes	Yes	No	No
13.	The Church of St. Andrew	Yes	No	50	50	No	Good	Good		Good	Yes	Yes	No	No
14.	Fairview Mall	Yes	No	300+	100+	No	Good	Good		Good	Yes	Yes	No	No
15.	Orléans Station	Yes	No	220	30	No	Good	Good		Good	Yes	Yes	Yes	No
16.	A & P Plaza	Yes	No	200+	100	No	Good	Good		Good	Yes	Yes	No	No
17.	Metrolinx Station	Yes	No	50	40	No	Fair	Good	Fair	Good	Yes	Yes	No	No
18.	Bayview Village Mall	Yes	Possibly	100's	150+	No	Good	Good		Good	Yes	Yes	No	No
19.	Trinity Presbyterian Church	Yes	No	80-90	80-90	No	Good	Good	Fair	Good	Yes	Yes	No	Yes
20.	St. Margaret's Church	Yes	Possibly	35	17	No	Good	Fair	Poor	Fair-Good	Yes	Yes	No	No
21.	Dundasview United Church	Yes	No	25	20	No	Good	Good	Good	Good	Yes	Yes	No	No
22.	Dundasview Plaza	Yes	No	100's	80+	No	Good	Good	Good	Good	Yes	Yes	No	No
23.	Canadian Tire Store	Yes	No	200+	80+	No	Good	Fair	Good	Good	Yes	Yes	No	No
24.	Temple Day Care	Yes	No	100	100	No	Poor	Good	Good	Good	Yes	Yes	No	No
25.	ML Field Office	Yes	No	40	35	Yes	Good	Fair	Good	Good	Yes	Yes	No	No
26.	Christians Reformed Church	Yes	No	60	60	No	Good	Good	Fair	Good	Yes	Yes	Yes	Yes
27.	St. Andrew's Church	Yes	No	20	18	Yes (Under Hydro Rd)	Good	Fair	Fair	Good	Yes	Yes	No	No
28.	Brasale Plaza (back lot)	Yes	No	100's	100+	No	Fair	Good	Good	Good	Yes	Yes	No	No
29.	Libco North GO Station	Yes	No	115	None	Yes	Poor	Good	Good	Good	Yes	Yes	Yes	No
30.	International Centre	Yes	No	100's	100's	No	Good	Good	Good	Good	Yes	Yes	Yes	No
31.	Malton GO Station	Yes	No	300	150	Yes	Good	Good	Good	Good	Yes	Yes	Yes	No
32.	Hydro BC	No	No	100+ possible			Good	Good	Good	Good	Yes	Yes	No	No

Several cars are parked at perimeter of lot

Several cars in lot - possibly carpools

APPENDIX B

SAMPLE LEASE AGREEMENTS

SAMPLE 1

PARK AND POOL LOT AGREEMENT NO. _____

THIS AGREEMENT, DATED _____ IS BETWEEN
THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION, HEREIN-
AFTER REFERRED TO AS "CALTRANS", AND _____
HEREINAFTER REFERRED TO AS "OWNER",

1. PURPOSE

The purpose of the Agreement is to provide a portion of Owner's premises as a staging area for persons interested in participating in carpools, van-pools, or other ride-sharing vehicles.

2. PREMISES

Owner hereby licenses CALTRANS to use that portion of Owner's premises marked "Park & Pool" on attached map, marked "Exhibit A", and made an express part of this Agreement.

3. TERM

The term of this Agreement shall be from the beginning date hereof and terminate on _____. Either party may, however, terminate this Agreement by giving 30 days' written notice to the other party of its intent to terminate.

4. USE OF THE PROPERTY

The specified park and pool staging area may be used as a parking lot by persons traveling in carpools or other ride-sharing vehicles. CALTRANS will, at

its own expense, place signs and painted stripes, with the Owner's advance approval, to designate the specified staging area. Upon termination of this Agreement, CALTRANS will remove the signs and obliterate the stripes.

5. ACCESS

CALTRANS may use the Owner's property surrounding the premises for vehicles and pedestrian access and circulation for persons in carpools.

6. MAINTENANCE

CALTRANS will provide reasonable maintenance for the designated staging area and improvements thereon. Owner agrees to notify CALTRANS promptly of defects in parking areas which could give rise to third party injury or damage, even though CALTRANS may make periodic inspections of the premises.

7. GOVERNMENTAL CHARGES

CALTRANS will have no obligation to pay any taxes, assessments, or governmental charges against the premises.

8. INSURANCE

CALTRANS will, at all times during the term of this agreement, take out and keep in force at its own expense, (a) public liability insurance to protect CALTRANS and Owner, their officers, agents and employees against any liability to the public, incident to the use of, or resulting from, injury to, or death of, any person caused by or resulting from the installation, maintenance or use of said "Park & Pool" area in the amount of not less than \$300,000 to indemnify against the claim of one person and in the amount of not less than \$300,000 against the claims of more than one person resulting from any one occurrence; (b) property damage liability insurance to protect CALTRANS and Owner, their officers, agents and employees against any liability for damage to property, including property of Owner, caused by or resulting from the installation, maintenance, or use of said "Park & Pool" area in the amount of not less than \$300,000 for each occurrence.

9. STATE RESPONSIBILITY FOR PROPERTY
DAMAGE TO ASSETS OF OWNER

CALTRANS assumes responsibility to correct any losses or damages to property of Owner caused (or resulting) from installation, maintenance, or use of Owner's property as a Park & Pool area to a limit of \$10,000 but not to exceed the amount to replace damaged property and materials with those of like kind and quality.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By

OWNER:

By

Title

Property Address:

Number of Spaces:

SAMPLE 2

THIS PERMIT AGREEMENT, made this day of 19 , by and between Michigan, hereinafter referred to as the "GRANTOR", and the Michigan State Highway Commission, hereinafter referred to as the "COMMISSION", is for the purpose of granting to the COMMISSION a permit for the use of the hereinafter described property as a "Carpool Parking Lot";

WITNESSETH:

WHEREAS, the COMMISSION, acting through the Michigan Department of State Highways and Transportation, hereinafter referred to as the "DEPARTMENT", desires to establish a "Carpool Parking Lot" to be used by the general public for parking vehicles when commuting; and

WHEREAS, the land desired for the Carpool Parking Lot is described in Exhibit "A", attached hereto and made a part hereof;

NOW THEREFORE, it is hereby agreed by and between the parties hereto that:

1. The GRANTOR hereby assures the COMMISSION that it is the legal owner of the land described in Exhibit A and is empowered to grant the use of said property for a carpool parking lot.

2. The GRANTOR hereby grants permission to the COMMISSION for the Department to establish a Carpool Parking Lot located within the area described in Exhibit A, said area being hereinafter referred to as "PROPERTY".

3. The GRANTOR hereby grants permission for use of the property as a Carpool Parking Lot for a consideration of one dollar (\$1.00) to be paid by the COMMISSION.

4. The GRANTOR makes no representation that the zoning ordinance permits the use of the property for a Carpool Parking Lot.

5. The COMMISSION, for and in consideration of being granted permission to use the land described in Exhibit A hereof for the sole purpose of a carpool parking lot, hereby agrees to pay to the GRANTOR the sum of one dollar (\$1.00).

6. The COMMISSION shall comply with any statutes, ordinance, regulation or rule which may be applicable to the operation of the Carpool Parking Lot on the Property.

7. The COMMISSION will provide any supervision which it deems appropriate and may adopt such rules and regulations with respect to the use of the Property as the Department deems appropriate.

8. The COMMISSION shall provide any upkeep or maintenance necessary for the use of the property for a Carpool Parking Lot and shall keep the area in a reasonably neat and clean condition, disposing of any trash or abandoned property which may be disposed of or left on the property. The Department shall provide barriers which will restrict users to parking in the specified property and shall not permit users to park on the GRANTOR's adjoining property.

9. The COMMISSION will at its sole expense undertake and complete any improvements which may be necessary for the use of the property, it being understood and agreed that no buildings or structures of any kind are to be placed on, or allowed to be placed on the property, in addition, the topography of the land shall not be altered by the COMMISSION except as necessary to permit vehicle parking.

10. The COMMISSION may resurface the property at its own expense, and without any obligation on the part of the GRANTOR for reimbursement. The GRANTOR shall have no obligation to maintain or repair any portion of the subject premises.

11. The COMMISSION shall pay the GRANTOR's annual cost to ensure the GRANTOR against the risk of bodily injury liability and property damage liability arising out of the COMMISSION's use of the premises described in this agreement.

The basis for the annual cost, whether it be for purchased insurance, self-insurance, or a combination of both, shall be for insured limits of no more than:

- a. \$1,000,000 each occurrence for bodily injury liability and
- \$1,000,000 each occurrence for property damage liability;
- or
- b. \$1,000,000 each occurrence for combined bodily injury and
- property damage liability.

The cost for the above described insurance, shall be paid by the COMMISSION to the GRANTOR upon receipt by the COMMISSION of a written quotation from an Insurance Company to provide said coverage.

In the case of self-insurance, the COMMISSION shall pay to the GRANTOR the cost of such self-insurance after proof of said cost is received by the COMMISSION.

Upon obtaining the above noted insurance, the GRANTOR shall furnish the COMMISSION with a copy of the policy or a certificate of said insurance.

IT IS HEREBY FURTHER AGREED THAT:

12. The COMMISSION shall comply with the Prohibition of Discrimination in State Contracts, set forth in Appendix A, attached hereto and made a part hereof.

13. The permit herein granted by the GRANTOR may be revoked and terminated by the GRANTOR at any time without prior notice.

14. This Permit Agreement shall be for an indefinite term. The COMMISSION may terminate this permit Agreement on written notice to the GRANTOR. On termination of this permit Agreement the Department shall on request of the GRANTOR erect such fences or construct such barricades as to prevent the further use of the property by any party as a Carpool Parking Lot.

15. Upon termination of this Permit Agreement, by either party hereto and if so requested by the GRANTOR, the COMMISSION will, to the extent reasonably possible, return the property to a condition similar to that when the permit was granted.

16. This permit agreement shall become binding upon the parties hereto and of full force and effect upon being signed by the duly authorized representatives of the GRANTOR and the COMMISSION.

IN WITNESS WHEREOF the parties hereto have caused this permit agreement to be executed the day and year first above written.

TITLE:

MICHIGAN STATE HIGHWAY COMMISSION

BY:

TITLE:

